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Drawing by JOHN WARD, A.R.A. on board a P&O-Orient Line ship

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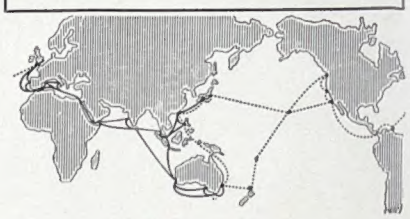

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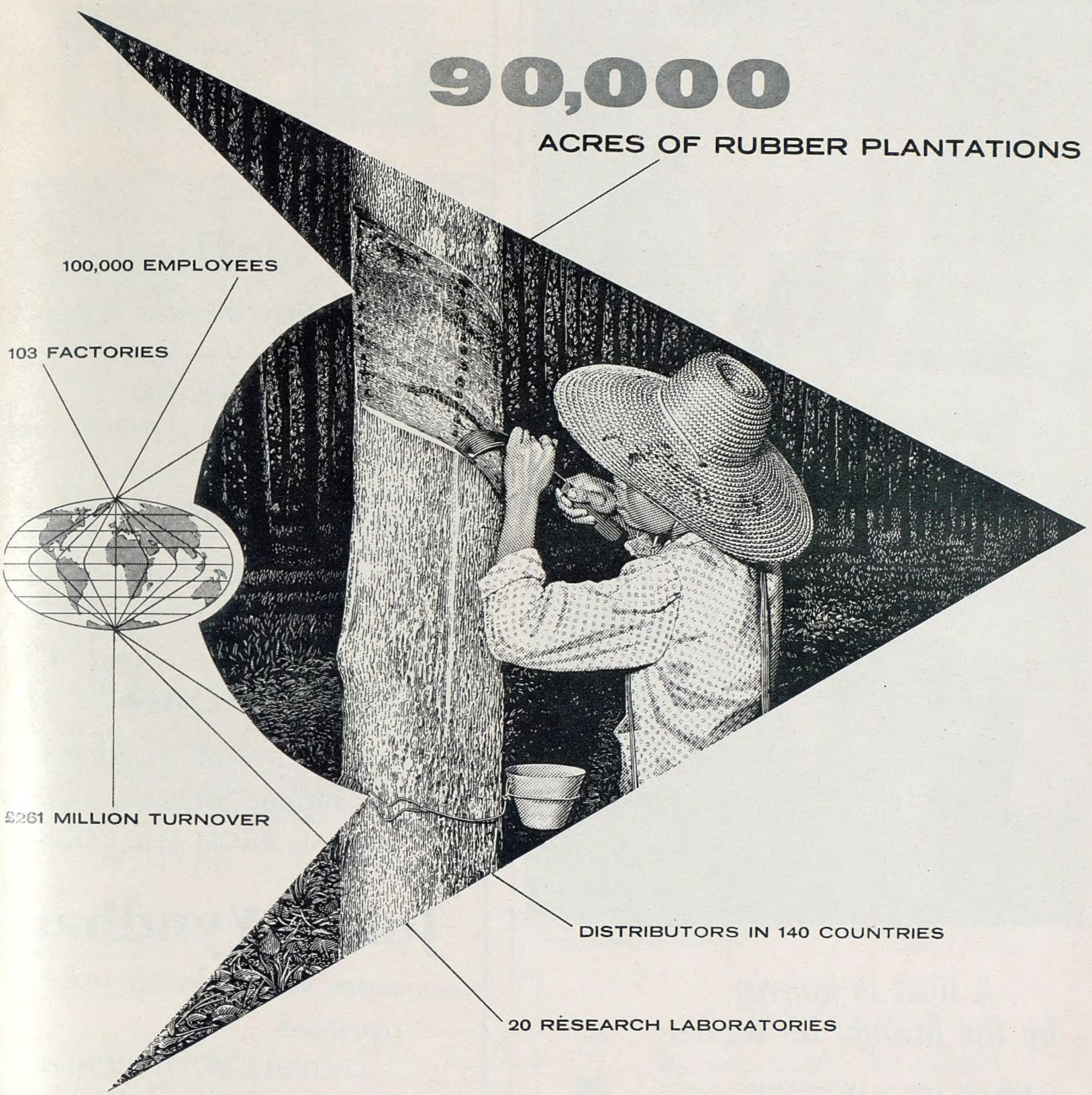

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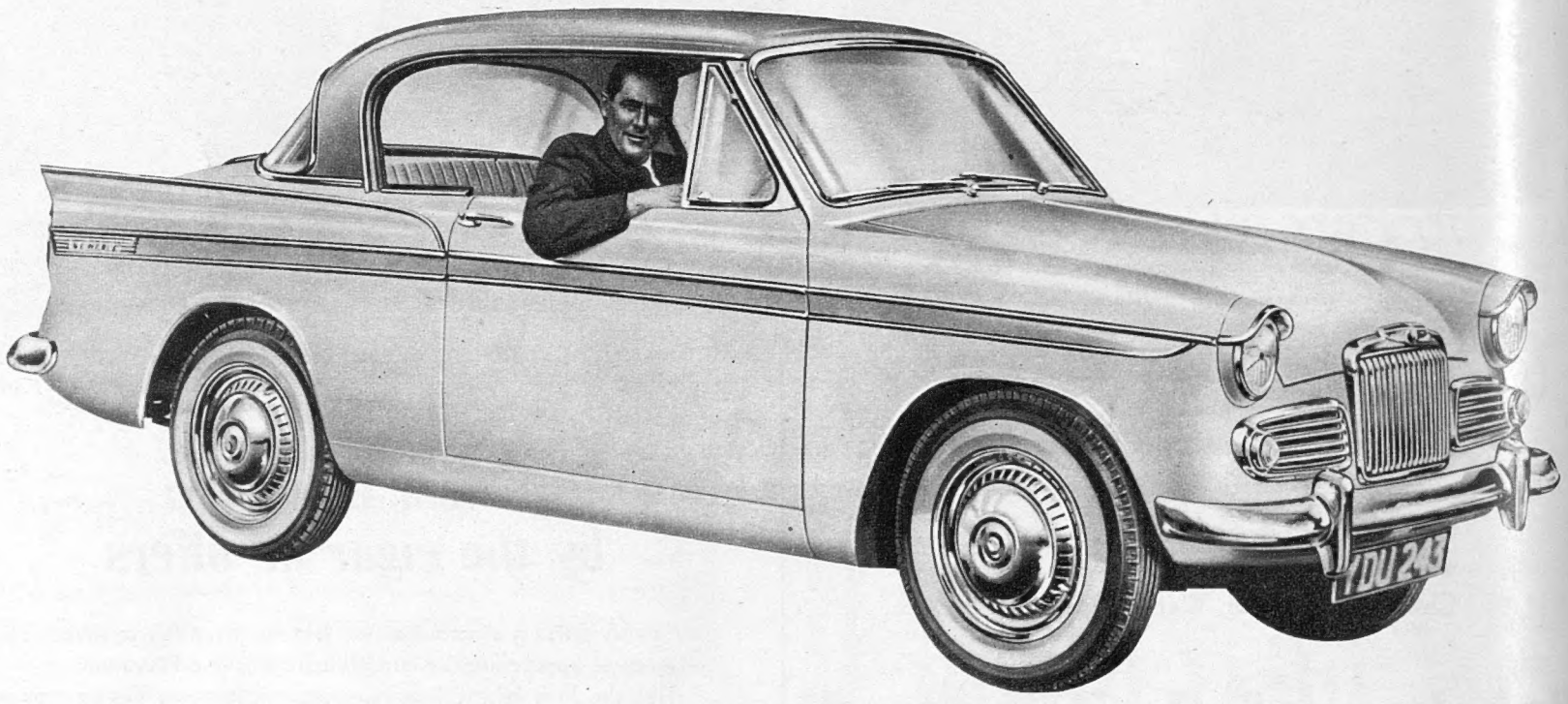

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THE SPHERE

LONDON, October 29, 1960

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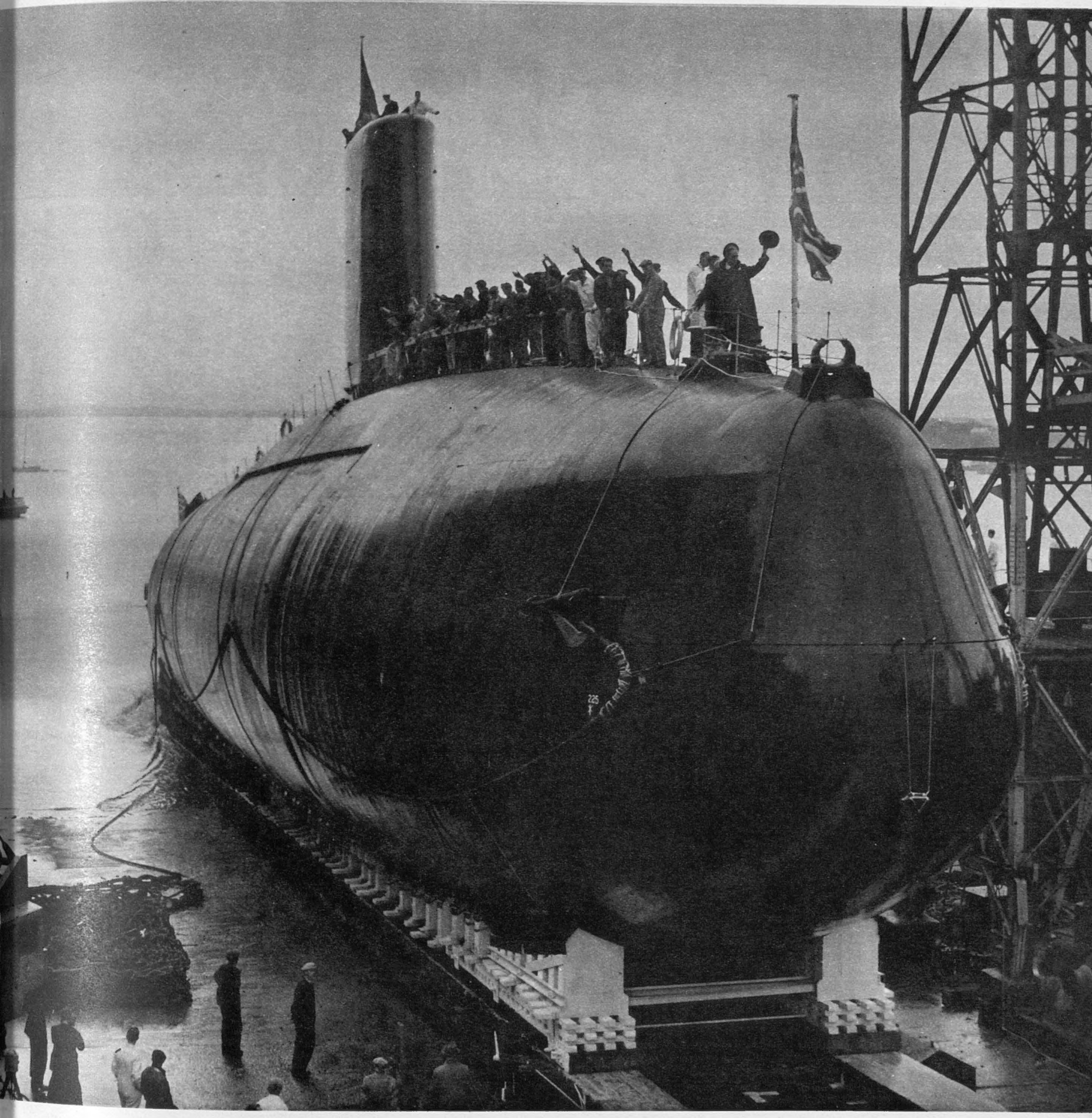

BRITAIN'S FIRST NUCLEAR SUBMARINE

After being launched by the Queen, H.M.S. *Dreadnought* slides down the slipway at the shipyard in Barrow-in-Furness of Vickers-Armstrongs (Shipbuilders) Ltd. With the Queen was the Duke of Edinburgh who, in February of last year, laid the keel of the nuclear submarine. The launch marked the half-way mark in *Dreadnought's* construction. She is due in commission by the end of 1962. The reactor to be installed in the 3,500-ton vessel will be American, but the hull is of British design, although following the whale-shape of the American submarine *Skipjack*. Having a high underwater speed, *Dreadnought* is designed predominantly to hunt other submarines. She is 266 ft. long, with a beam of 32 ft. At luncheon after the ceremony, the Queen recalled that her great-grandfather had launched the last ship named *Dreadnought* fifty-four years previously. This was the famous battleship, forerunner of a line of big-gun fighting ships; it is symptomatic of the vast change in naval warfare that the latest *Dreadnought* is a submarine and is as revolutionary in type as the earlier *Dreadnought*. Appropriately Britain's first nuclear submarine first entered the sea on Trafalgar Day

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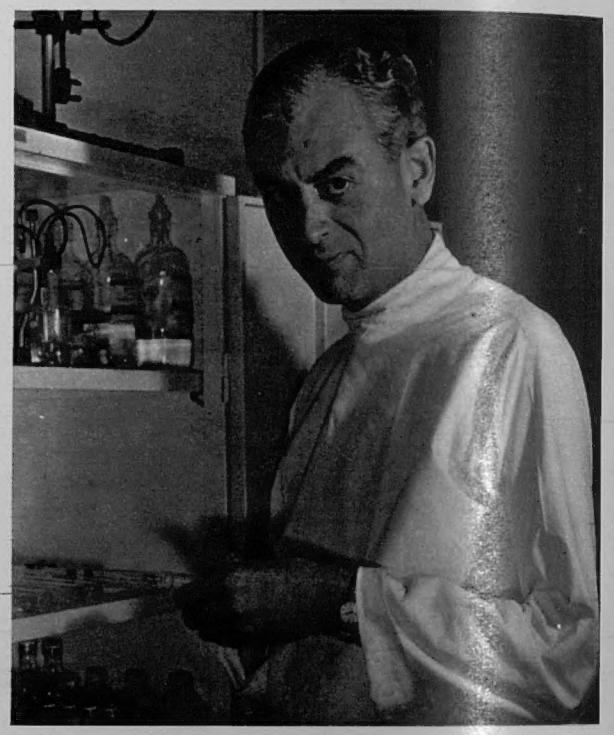
MR. KENNEDY AND MR. NIXON ADDRESS THE 42ND NATIONAL CONVENTION OF THE AMERICAN LEGION AT MIAMI BEACH, FLORIDA

According to most observers and public opinion polls last week the two candidates in the American Presidential elections, to be held on November 8, had nearly equal support. One of the issues which Mr. Nixon and Mr. Kennedy had debated on television was the question of the Offshore Islands of the Nationalist Chinese Regime. Mr. Nixon at first pledged himself to their defence against Communist attack. Mr. Kennedy stated they were indefensible

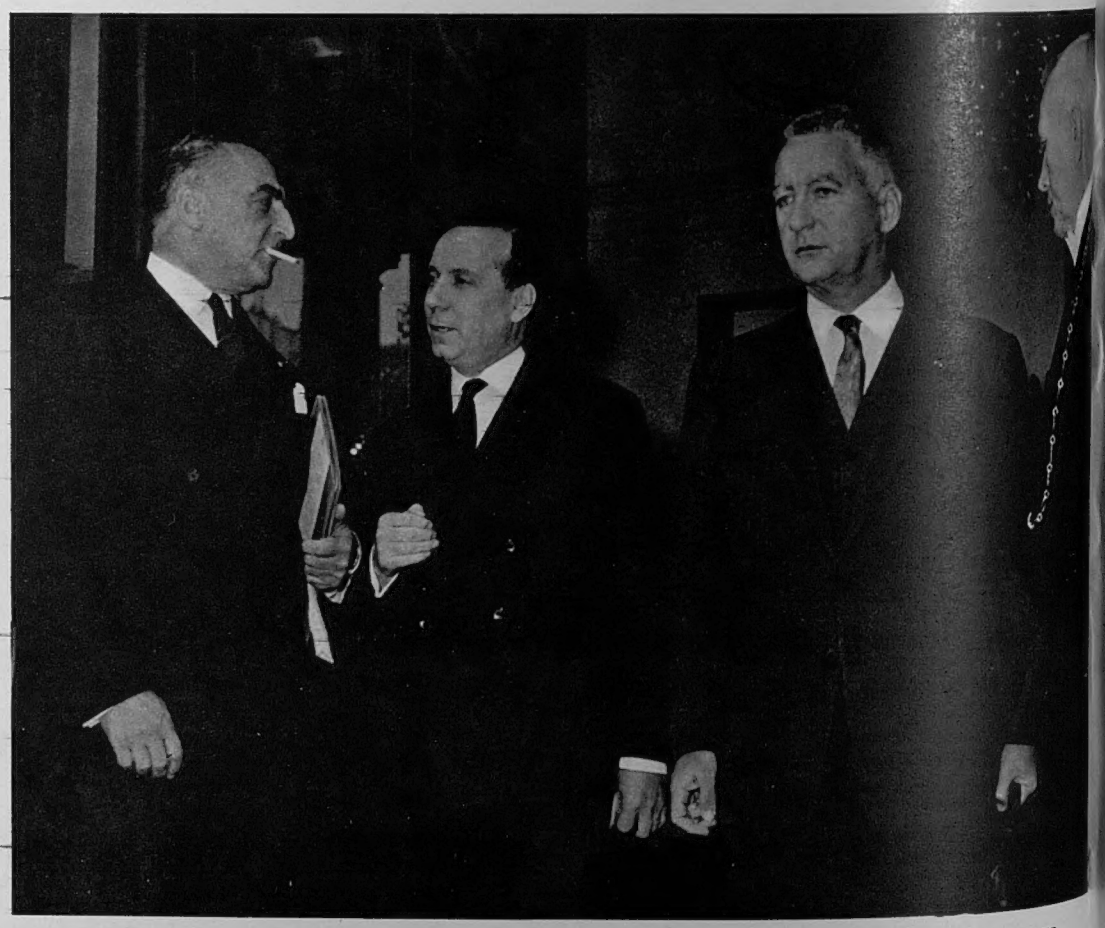
The 1960 Nobel Prize for Medicine was last week awarded to an Australian and a Briton. They are Sir Frank Macfarlane Burnet, Director of the Walter and Eliza Hall Institute for Medical Research, Melbourne, and Dr. Peter Medawar, Jodrell Professor of Zoology and Comparative Anatomy, University College, London. They specialise in tissue and grafting problems



SIR MACFARLANE BURNET (LEFT) AND DR. PETER MEDAWAR, WHO SHARE THE NOBEL MEDICINE PRIZE

M. SOUSTELLE SPEAKING IN PARIS

At a Press Conference, M. Jacques Soustelle, a former Minister in General de Gaulle's Government, announced that he was forming a new political movement, called the Regroupement National. The main plank of the party's platform is to keep Algeria French. M. Soustelle held his conference in the ballroom of the Palais d'Orsay, the same room in which General de Gaulle in 1958 announced his readiness to become head of the French Government. Last week in Paris saw further political manœuvring as the National Chamber debated the Government Bill seeking a French nuclear striking force



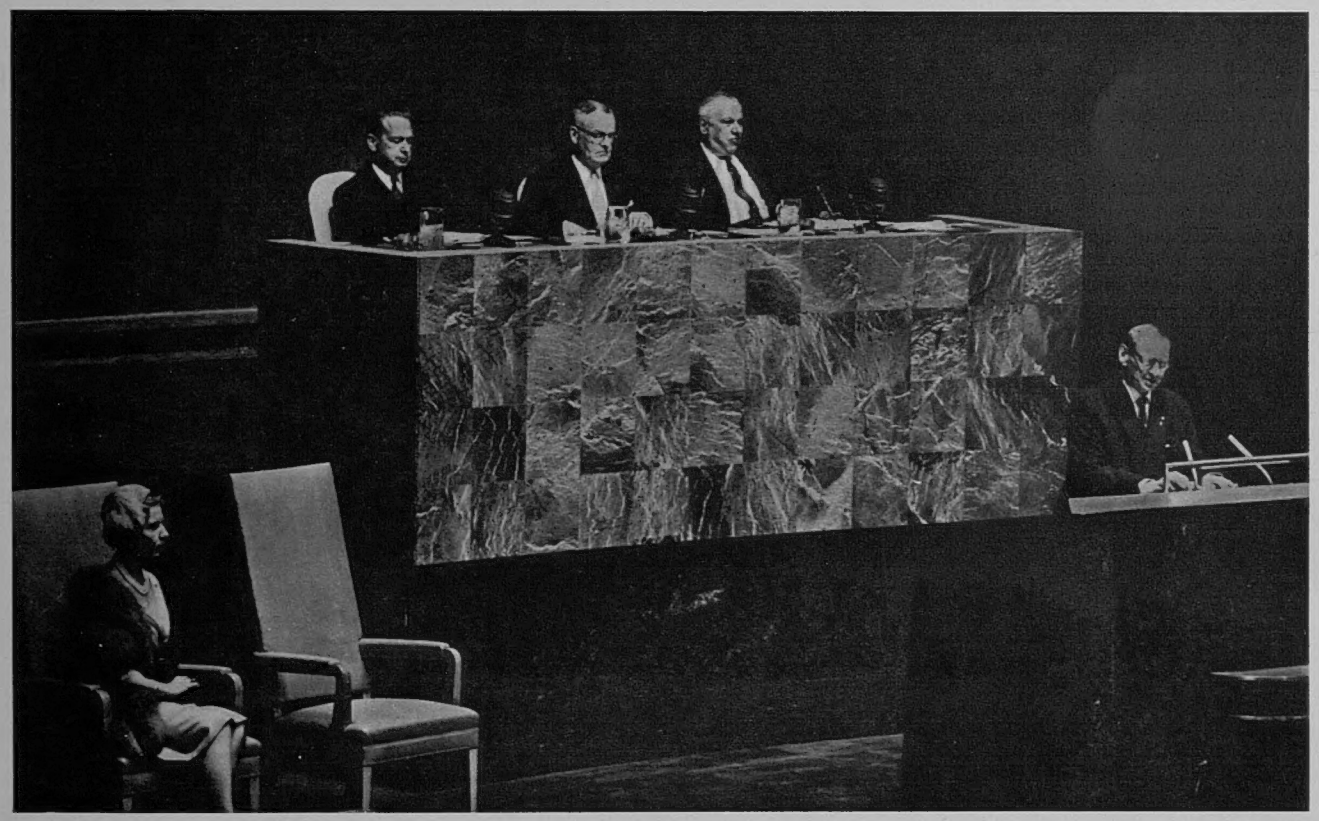
THE END OF A FRENCH CABINET MEETING; FROM LEFT, M. JACQUINOT, M. DEBRE AND M. MESSMER

THE NEWS IN PICTURES

Generalissimo Chiang Kai-shek takes the salute on the rostrum as 13,000 Nationalist Chinese armed troops parade in Taipei, the capital of Formosa. The celebrations marked the "Double Ten," the tenth day of the tenth month and the anniversary of the revolution which overthrew the Manchu dynasty. There followed the rise of the Kuomintang Party, of which Chiang Kai-shek is head. He will be seventy-four years old tomorrow, October 30. In his speech, the Chinese Nationalist leader reiterated his vow to start a military campaign against the Chinese Communist regime, following general uprisings on the mainland of China. He predicted that these would occur "within three or five years at the most"

ANNIVERSARY CELEBRATIONS ON FORMOSA

King Frederik of Denmark speaks from the rostrum in the United Nations General Assembly, in New York. He addressed the Assembly last week while he and Queen Ingrid (seated on left) were on a two-week visit to the United States. Seated behind the King are (from left) Mr. Dag Hammarskjold, Secretary-General, Mr. Frederick Boland, President, and Mr. Andrew Cordier, assistant to the Secretary-General. King Frederik pledged his country's support to the United Nations, and stressed Denmark's particular interest in disarmament and aid to underdeveloped countries. On the same day in the General Assembly, Mr. Hammarskjold spoke in defence of the U.N. operations in Congo. Mr. Khrushchev had left New York, but the Soviet delegation launched another attack on the Secretary-General, accusing him of taking sides in the ideological struggle between the east and west, of being biased in all U.N. activities, and of misuse of budgetary funds. The charges were made by Mr. Roschin



KING FREDERIK OF DENMARK AT THE U.N.

Below: MR. KADAR BACK IN HUNGARY

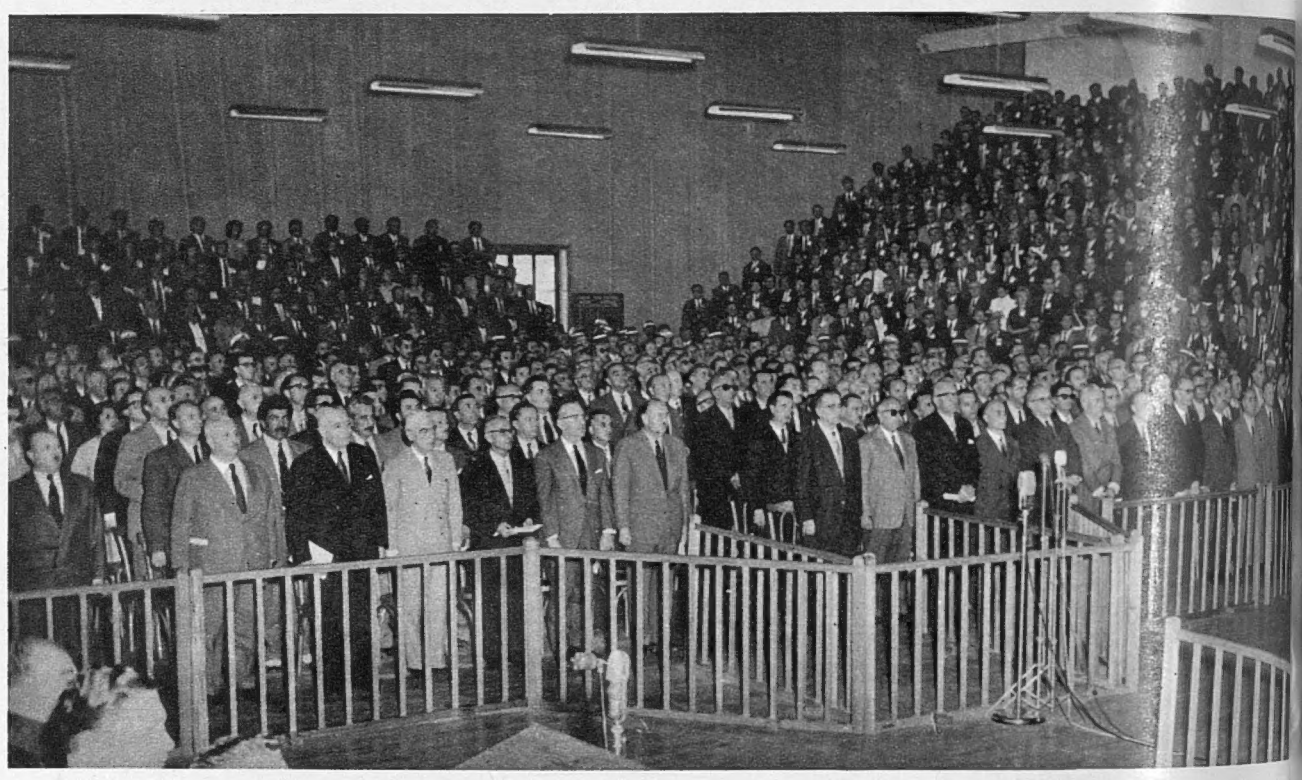
In Budapest, the Hungarian Communist leader, Janos Kadar, addresses a public meeting on his return from the General Assembly of the United Nations in New York. Seated in the front row on the platform are, third from left, Sandor Ronai, President of the Hungarian Parliament; and next to him, the Bishop of Csanad; Antal Apro, first vice-president of the Council; Istvan Dobi, President of Hungary; and Gyorgy Marosan, Mr. Kadar's deputy as Communist leader. The Hungarian leader had flown back from New York with Mr. Khrushchev; he took little part in the debate in the U.N. General Assembly in which the Soviet leader became highly incensed at charges of Russia's "colonialism" in various countries in Eastern Europe

THE NEWS IN PICTURES

On their arrival at Copenhagen Airport last Friday the Queen and the Duke of Edinburgh were greeted by King Frederik and Queen Ingrid of Denmark. Queen Elizabeth and Prince Philip flew to Copenhagen in an R.A.F. Comet for a five-day private visit to the country, after the Queen had earlier launched Britain's first nuclear submarine, *Dreadnought*. From the airport they drove to Fredensborg Castle, about 25 miles north of Copenhagen. On Saturday the Duke of Edinburgh and King Frederik attended the presentation of the Erasmus prize at Oddfellow Palace, Copenhagen. The prize, which is awarded annually, to those contributing towards the ideal of European Unity, was presented to Marc Chagall and Oscar Kokoschka, by Prince Bernhard of the Netherlands. On Sunday Queen Elizabeth and Prince Philip visited Elsinore Castle, the setting of *Hamlet*, 17 miles from Fredensborg

PRINCE PHILIP, QUEEN INGRID, KING FREDERIK, QUEEN ELIZABETH

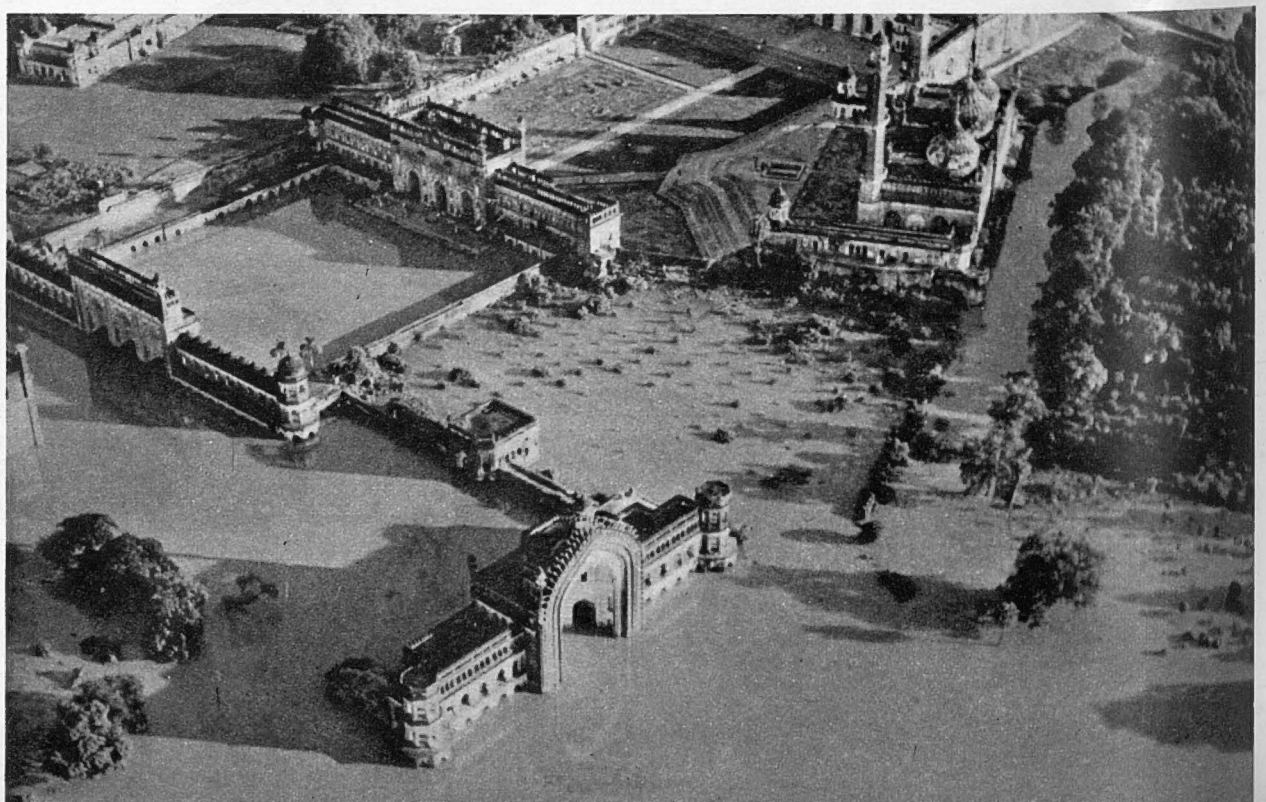
With several hundred defendants in the dock, the court stands at the start of the trial of Mr. Menderes, the former Turkish Prime Minister, and his supporters. The accused are charged with "violation of the constitution." The first case to be heard at Yassiada concerned ex-President Bayar and Mr. Nedim Okmen, Minister of Agriculture in Mr. Menderes' deposed government. They were alleged to have forced the sale of a greyhound—a gift to President Bayar from the King of Afghanistan—to the Ankara Zoo and thus caused public funds to be misused. The verdict in this case was expected to be given early this week. In the next prosecution Dr. Bayar was also one of the defendants. Among the other ten were Mr. Menderes and Mr. Zorlu, the former Foreign Minister. They were charged with responsibility for the riots of September 6, 1955, in Istanbul, during which great damage was done to Greek and Armenian property



THE MASS TRIAL ON THE ISLAND OF YASSIADA, NEAR ISTANBUL

DEVASTATION IN INDIA AND PAKISTAN

Buildings in Lucknow, in the north-eastern Indian state of Uttar Pradesh, are surrounded by floodwater. Following a prolonged period of torrential rain, the River Gumpti overflowed and flooded the ancient town. Life for the 75,000 inhabitants came to a standstill, as result of the worst floods in living memory. The Gumpti and many other rivers in Northern India and Pakistan flow into the Ganges, which also burst its banks in many places. In the Ganges delta, in East Pakistan, a 70 m.p.h. cyclone, followed by a tidal wave, greatly added to the devastation. The cyclone raged for hours across the Chittagong, Barisal and Noakhali regions. It was believed the death-roll in East Pakistan might have exceeded 5,000



NEWS SUMMARY

Critical days in the Labour Party crisis; the Greater London plan; United States action against Cuba; breakdown in the Austrian coalition

INTERNATIONAL

In **New York** last Monday the United Nations Disarmament Committee (consisting of all U.N. members) was to hear British proposals for disarmament. These envisage a conference of technical experts to study disarmament control and inspection. The plan was broadly outlined by Mr. Macmillan in his speech to the General Assembly last month.

GREAT BRITAIN

The inquest into the demise of the *News Chronicle* and the *Star* continued at the start of this week. (The newspapers were absorbed respectively into the *Daily Mail* and the *Evening News* on October 17.) The disappearance of a national daily and a London evening paper was almost universally deplored. An action committee of the former editorial staff of the *News Chronicle* was formed with a view to launching a new radical daily newspaper. Leaders of the printing unions expressed "grave concern" at reports that special assurances of continued employment had been given to the engineers and electricians formerly employed on the *News Chronicle* and *Star* and were understood to be asking for a meeting with the Newspaper Proprietors' Association to discuss this matter.

Nominations for the election of Leader, Deputy-Leader and Chief Whip of the Parliamentary Labour Party closed on Wednesday of this week (October 26). The result of the ballot, in which all Labour M.P.s have the right to participate, is expected in the middle of next week. Mr. Gaitskell is being opposed for the leadership by Mr. Harold Wilson. Mr. Gaitskell announced he would stand for re-election in a speech at **Cardiff** last Sunday. He declared that he did not believe there could be any compromise between multilateral disarmament and collective security on the one hand and unilateral disarmament and neutralism on the other. He also maintained that Labour M.P.s should not be bound in their conduct of Parliamentary affairs by decisions taken at the Annual Party Conference.

In its report published last week, the Royal Commission on Local Government in Greater London made some far-reaching recommendations. These include the establishment of a Council for Greater London (with 115 members) to take the place of the London County Council (with its 151 members). Greater London would take in the present L.C.C. area, the whole of Middlesex and parts of the counties of Essex, Hertfordshire, Kent and Surrey. Fifty-one Greater London Boroughs would be formed out of the Metropolitan boroughs in the L.C.C. and the other local authorities involved. The City of London would keep its identity as the fifty-second borough. It was anticipated that there would be considerable opposition to these proposals, especially from the Labour Party, which has dominated the L.C.C. for a quarter of a century.

It was understood in **London** early this week that full diplomatic status would be restored next month between Britain and the United Arab Republic. (The relations were severed at the time of the Suez intervention and have so far only been partly restored.) The agreement to exchange Ambassadors was reached between Lord Home and Dr. Fawzi, the U.A.R. Foreign Minister, when they were in New York for the United Nations Assembly. Mr. Harold Beeley, at present the Deputy Head of the British Mission to the U.N., is likely to be Britain's Ambassador.

FRANCE

President de Gaulle, speaking in **Nice** on his eleventh Provincial Tour since he came to power, attacked Mr. Khrushchev, who had criticised French policy in Algeria and who had avowed support for the Algerian National Liberation Front. The French President said that it was incomprehensible that Algerian revolutionary leaders could accept the protection of the U.S.S.R. The Soviet "empire" had disfigured a great number of Eastern European nations; France had equipped fourteen new African republics.

Over last week-end it seemed apparent that opinion was hardening in France over the President's Algerian policy and on the question of a French nuclear striking force. General de Gaulle said that the Government would go to the country if the Bill to give France such a striking force was defeated. The President's desire for an independent nuclear deterrent has caused alarm in Europe, and has constituted a threat to the arms control system of Nato and the Western European Union. The other countries of the W.E.U. are Britain, West Germany, Italy and the Benelux. Under W.E.U. agreements, its Council has the power to allocate the amount of atomic weapon stocks that each country may hold. This was decided in the case of Western Germany on the basis of Nato requirements. (See also page 174.)

Mr. Gaitskell sets out for Cardiff

Mr. Wilson, challenger for Labour's leadership

CUBA

Relations between Dr. Castro's regime and the U.S. grew even more strained. The U.S. announced an embargo on all goods exported to the island except certain foodstuffs and medical supplies. The U.S. Ambassador to Cuba was recalled to Washington for lengthy consultations. It was emphasised that this did not constitute the breaking off of diplomatic relations. By the beginning of this week sixteen counter-revolutionaries had been shot in Cuba, including several Americans.

Cuba became an issue in the American Presidential elections. Mr. Kennedy suggested that the American Government should support a revolution to overthrow Dr. Castro. Mr. Nixon called it "a shockingly reckless proposal," capable of precipitating a world war. He then went on to describe the recent American measures, including the embargo on exports, as "quarantine measures" which would eventually lead the Cuban people "to deal with Castro." (See also page 174.)

AUSTRIA

A Governmental crisis developed over old-age pensions. In **Vienna** negotiations broke down between the two parties forming the Coalition Government. (The Austrian People's Party, led by Herr Raab, the Austrian Chancellor, has 79 seats and the Socialist Party has 78.) The partners failed to agree within the prescribed ten weeks of the new financial year on one point—the means to finance the increase in old-age pensions to which they are pledged. The People's Party would not agree to exceed a limit of about £640,000,000 outlay in a balanced budget, in case of endangering the stability of the economy, and wanted to increase the rate of contributions by employers and employees. The Socialists wished to draw the money from the budget, raising it by increased taxation. President Schaerf of Austria refused Herr Raab's resignation and the parties agreed to try to find a compromise. It was emphasised that the crisis was not, as the Italian Press had suggested, over the question of South Tirol.

CONGO

Further violence was reported from **Leopoldville** at the beginning of this week. Colonel Mobutu's soldiers had clashed with civilians in the streets and several people were stated to have been killed. The Colonel himself announced that he was flying to New York to protest over the attitude of the United Nations in Congo and to demand recognition of his regime. Meanwhile in the struggle for political power in Congo it seemed that Mr. Lumumba was once again emerging. Mr. Kamitatu, the Governor of Leopoldville Province and a strong Lumumba supporter, was attempting to bring Mr. Lumumba and President Kasavubu together in the hope of ending the crisis. (See also page 178–9.)

AFRICAN CONTRASTS

Colonel Mobutu, the Congo military leader, gives a Press conference in Leopoldville

The assault on Mr. Ndele, one of Colonel Mobutu's Commissioners for the administration of Congo, was alleged to have been made by young supporters of Mr. Lumumba. A few days later the Colonel ordered the arrest of a number of members of Mr. Lumumba's youth movement. They were reported to have been found with revolvers and machetes in their possession. Mr. Ndele was attacked after making a speech in Leopoldville in which he outlined a constructive policy for the country. In Katanga Province last week Colonel Mobutu made a surprise arrival to confer with Mr. Tshombe, the separatist leader. They made an agreement of " mutual friendship and respect." Another visitor to Mr. Tshombe was Mr. Berendsen, of the U.N. Their meeting was reported to have been stormy.

Mr. Tshombe, " President " of separatist Katanga, visits Nzilo

Mr. Albert Ndele, Colonel Mobutu's Finance Commissioner, is assaulted and wounded by a gang in Leopoldville and then assisted to safety by Europeans

Africans watch Rhodesian territorials preparing a meal in camp after being called-up

A building wrecked in Harare during the riots there earlier this month

The Territorials were called up in Southern Rhodesia to take action to prevent violence and looting. Most of the troops were sent to the native townships of Highfield and Harare, near Salisbury, where there was serious rioting earlier this month. Two Bills aimed at rooting out "hooligans and loafers" were given their first reading in the Southern Rhodesian Parliament. Speaking on the same day, Sir Edgar Whitehead, Southern Rhodesian Premier, roundly condemned the recommendation of the Monckton Report that provision should be made for the secession of the territories in the Federation. Some areas of Africa provided a pleasant contrast to the troubled scene elsewhere. In Tanganyika, Mr. Nyerere, the Chief Minister, declared the March Constitutional Conference in London would chart a course to independence. From Mauritania, M. Ould Daddah, the Premier, went to Paris to sign agreements with M. Debré for full independence next month. Representatives of the newly-independent African States were received in Washington by President Eisenhower.

The Mauritanian and French Prime Ministers in Paris

President Eisenhower greets Mr. Wachuku of Nigeria

Mr. Julius Nyerere (carrying stick), Tanganyika's Chief Minister, waves as he walks from the Legislative Council building in Dar-es-Salaam

JOHN CONNELL

MIDDLE EAST'S SIMMERING CAULDRON

Four years ago to-day, on October 29, 1956, the Israel Radio Service's nine o'clock news bulletin began with this terse announcement by the chief spokesman of the Israel Army: " Units of the Israel Defence Forces have penetrated and attacked Fedayin bases in the Kuntilla and Ras el Nakb areas, and have taken up positions to the west of the Nakhl road junctions on the approaches to the Suez Canal."

Thus began what Israelis think of as the Four Days' War in Sinai, and we ourselves regard as the final, bitterly disillusioning phase of Suez. For us Suez remains a watershed episode in our national life, as much as in our international relations, comparable in its course and its effects only to Munich. To the Israelis, Sinai is emotionally as much an element in the new national myth as the War of Independence itself; practically, it has secured them four years of peace and stability within their own borders.

Although their defence budget is still huge, they can launch cheerfully into bold projects such as replacing El Al's fleet of now obsolete Britannias with new Boeing jets, and building a 22,000-ton passenger liner, to be called the *King David*, in a shipyard at St. Nazaire. Diplomatically they are steadily extending their interests in, and strengthening their ties with, the newly independent nations in Africa. A notable guest at the Nigerian independence celebrations, for example, was Moshe Dayan, now Minister of Agriculture, who in 1956 was the military architect of victory in Sinai.

None of this goes unobserved—or unresented—by the United Arab Republic, whose sour, vindictive hostility towards Israel is now

President Nasser is welcomed in Aleppo during his tour of Syria

sharpened by the accumulated fears and frustrations of the past four years. The Soviet Union, too, watches it all with a sombre, calculating dislike, whose origins are doctrinal—anti-Zionist, anti-social democratic—as well as global-strategic. It would be imprudent indeed to underrate the importance of these various danger signals. The Middle East cauldron is probably as near going on the boil again as it has been since the summer of 1958.

Nor have recent events at the United Nations Assembly served to bring the temperature down. In parenthesis: I nearly wrote, " to bring about any relaxation of tension ": but I have been so shaken by the vigorous condemnation of this, and other useful, but admittedly platitudinous, phrases by a bold Young Conservative in the foreign affairs debate at Scarborough, that it will be—I hope—a long time before I let it slip by. I am consoled by the thought that, as a consequence of the same refreshing speech, the Prime Minister abruptly threw overboard dear old " let us go forward together," which the unkind youth said was, in comparison with certain well-worn diplomatic clichés, almost an incitement to riot.

In the General Assembly President Nasser, who aligned himself ostentatiously in the neutralist group with Mr. Nehru and Marshal Tito, made his principal speech a massive agglomeration of specimens of his particular brand of platitude, for which, it must be admitted, that gathering has an immense degree of tolerance. However, its intended effect—partly stimulatory, partly soporific—was badly marred for two reasons; and Nasser, who is unaccustomed to his orations falling flat, was greatly angered.

First, it happened that his speech preceded those of King Hussein of Jordan, and of Mrs. Meir, the Israel Foreign Minister. Second, they both rumbled him, and they both scored substantially, and not with mere debating points either. The young King's speech was as effective, as devoid of claptrap, and as firm in its adherence to the free world, as it was, in its own fashion, moving. Mrs. Meir is not a silver-tongued orator of the quality of Abba Eban who, when he was Israel's permanent representative at the U.N., was only rivalled in television popularity by Gladwyn Jebb. But she is down-to-earth, impeccable on fact, shrewd and forthright; and her command of the English language, in the rich and granulated accents of Milwaukee, can be extraordinarily effective.

She described as " praiseworthy " Nasser's views on East-West tension, on peace negotiations between the Great Powers, and on the preservation of the U.N. Charter. Is he himself then prepared, she asked, to do exactly as he advised Mr. Khrushchev and President Eisenhower—to sit down with Israel's leaders and negotiate? Mr. Ben-Gurion, she assured the Arab representatives, was willing and ready to meet Nasser and other Arab leaders, at the U.N. Headquarters or anywhere else, to discuss a *détente*, without prior conditions. She went even further and proposed the complete disarmament of Israel and the Arab States under a system of mutual inspection and control.

Nasser was one of the first of the Heads of State to quit New York (after a couple of not very fruitful talks with Mr. Macmillan), and he was on his home ground when he gave Mrs. Meir her reply, which, of course, was a flat negative. " The U.A.R.," he proclaimed in Damascus, " will never agree to disarmament between herself and Israel, nor accept a *fait accompli* in Palestine." Israel remains the principal target of his hostility, though Jordan nowadays ranks only a little lower, having aggravated—in his view—her sinfulness, not only by the beginnings of a slow and cautious *rapprochement* with Iraq, but also by her responsibility for the recent suicide, in Amman, of a Syrian pilot officer named Adman Madani. The blast of propaganda has been turned full on again.

King Hussein has been repeatedly accused of having had Madani murdered; and lurid threats of his own imminent assassination have poured out both in the U.A.R.'s State-supervised newspaper and on Cairo Radio. This is familiar, but none the less inflammatory stuff. The propaganda assault on Israel has, however, taken a new slant, and to all intents and purposes parallels the Soviet line on the same theme. Israel's activities in the new and emergent States in Africa, and in Asia, are the focus. Israel is described as the stalking-horse for the colonialists and the imperialists from whose tyranny these countries have lately been liberated.

At the U.N. General Assembly Mr. Ahmed Shukairy—formerly a prosperous lawyer in Acre, and now the leader of Saudi Arabia's delegation at the U.N.—cited Arab experience as a fearful warning to the Africans and the Asians: " The special task assigned to Israel by certain Western Powers since its creation was divulged during the tripartite aggression against Egypt in 1956 . . . certain colonial powers have used Israel as a ground from which to exercise control over the liberated Arab States. These powers consider Israel as their main military and strategic base in the Middle East, not only to perpetuate their influence in the region, but also for aggressive purposes outside it."

This is all ludicrous fantasy; but I only wish that the Western powers—not for aggressive purposes, but as part of a practicable defence system for the Middle East, instead of the pitifully inadequate C.E.N.T.O. (to which, I am sorry to say, Lord Home gave some attention in his first major speech on foreign policy at Scarborough)—really did regard Israel as their main military and strategic base in the Middle East. It is impossible to enumerate the troubles which would have been averted had we taken so sensible a step ten or twelve years ago, on terms acceptable by the Israel Government. We still deny ourselves access to Haifa; we still reject the idea of close co-operation with the most formidable, battle-hardened army in the whole Middle East.

In the present situation, which though quiet enough on the immediate surface seethes underneath with danger and difficulty, the West is (rightly) giving the maximum support to Jordan. But King Hussein is in perpetual and increasing peril of being murdered. The optimists argue that even if this were to happen—and very seriously I say " God forbid "—it would not mean the immediate and total disintegration of Jordan; that the King's young brother, at present in school in England, would be proclaimed his successor with a Council of Regency; and that the Army would remain loyal to the Hashemite dynasty. I myself have a grim fear that, though such a course might be tried, it would be bound to fail, and that the country would break up in civil war and administrative chaos. If so, and if U.A.R. troops attempted to move in, " to restore order," Israel would, by force if necessary, resist any such steps, and the next major Middle-East crisis would be on us all at once. I hope that it could be contained, as Suez was contained, but the implications of any failure to contain it are stark indeed.

A detachment of special guards is on duty in Government House, in Buenos Aires. Its members are heavily armed for the protection of President Frondizi of Argentina. Among their weapons are hand grenades. Up to the middle of last week there was no sign of relaxation in the tension between the President and the Argentinian Army leaders. The cause of the crisis was a memorandum which was to be submitted to Dr. Frondizi by a group of senior officers. It was said to be critical of the Government's policy. Before the officers could present it, the President broadcast to the nation and declared that his policy was being adversely affected by certain interests seeking to destroy the reign of legality by a revolution or *coup d'état*. The President's action in making such statements before receiving the memorandum was strongly criticised to the Press by General Toranzo Montero, the Army's Commander-in-Chief. It was understood another general had visited the President and demanded a public retraction of the charges he had made in his broadcast

GUARD FOR A PRESIDENT

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

GAITSKELL MUST GO? Gaitskell, Rt. Hon. Hugh Todd Naylor, C.B.E., M.P. They keep saying he must go, is bound to go, is on the go. I still wonder if they are right. Some day, no doubt, he will go. We all do. What surprises me is that he hesitates to go, that he has endured the position so long and still seems to thrive on it. He is in his middle fifties—a mere boy—but, unless our world is suddenly turned upside down again, I think Mr. Butler's modest " budgeting " for at least fourteen more years of Tory Government (with the possibility of a *Liberal* Government at the end of it) is not wild optimism. And twenty years on, Mr. Gaitskell will be getting on to the age of retirement. Of course the Labour Party will gradually compose its differences and draft a rousing appeal for our suffrages; and in any case it can reasonably expect us one day to " give the other side a chance " or to grow bored with Tory Socialism. Indeed, it might come sooner than later. It is difficult for many of us to understand how a country like ours, deemed sane, can long endure the position that a handful of well-paid workers can by wild-cat strikes sabotage our national livelihood without any risk of victimisation, and be assured that neither their unions nor the Government can lift a hand to control them. But this last year and for the next two or three, how could, how can, Mr. Gaitskell endure the affliction of the post of drover of his herd, whether to market or to the cliff-edge? I think the Winchester " notions " he learned in boyhood have held, and increasingly will hold for him, obstacles in the way of undisputed leadership of the Socialist Party. Manners, it may be, makyth man, " regardless of grammar "; but they are still suspect in the leftish rank-and-file of Labour. And, whether Gaitskell goes soon or late, I doubt now if he will ever live in No. 10.

MONCKTON REPORT. The Monckton Report was foredoomed to bitter controversy. Before the ink was dry, its critics were up in arms. Perhaps the Commission went beyond its brief. Its proposals to make Federation more attractive *in practice* to those who oppose it are sound enough: increased territorial powers, reduced federal direction and control, more and quicker advance to self-government by the Northern protectorates and equality of representation (black and white) in the Federal Legislature. The trouble is that any hope that the uneasy partners would make the attempt to see if *practice made more perfect* was regarded even by the Commission unanimously as so slim as to require some way of escape. But African nationalism in the last year has become a whole cake (and not a " slice " matter), and damn the economic consequences if Federation fails. It is in many ways an admirable, in one way an embarrassing and paradoxical, Report. After stressing that Federation is the only way to economic salvation and racial co-partnership on equal terms, it proposes a sweetener for its dyed-in-the-wool opponents: if they don't like it, they can leave it in a few years, and destroy what the Commission regards as their one hope of salvation. The idea that African nationalists, confident of the whole cake, will patiently nibble at a slice, to see if they like it, is inconsistent with the Commission's unanimous and reluctant agreement that African opposition to Federation has gone beyond all reason and is now an obsession. The loophole is said also to run counter to Government pledges to Sir Roy Welensky. It is a Report drafted by the most acute of legal minds, yet at first reading it reminds one of the Lord Chancellor's subtle suggestion in *Iolanthe* for getting over the legal difficulty which forbade fairies to marry mortals on pain of death. This opting-out clause is rather like that " insertion of a single word " in the Fairies' Marriage Ban clause. It destroys it. Yet this Report, the almost unanimous opinion of a great number of eminent statesmen, experts and lawyers from the Commonwealth after exhaustive research, demands the closest and most open-minded study by all of us.

BROMIDES AND PLATITUDES. Young Mr. Alexander was praised at the Tory Conference (already a memory) for his five-minute philippic against Ministerial complacency and love of platitude. Even the ranks of Tuscany, the Ministers themselves, could scarce forbear to cheer. In my old-fashioned way, I have long since given him a lead. Their complacency is best shown in their reliance for the solution of all pressing problems at home on the umbrella of Royal and Special Commissions and in their belief that all urgent problems will ultimately yield to wordy formulæ, and anyway look a little less ugly if given euphemistic names. This young Cicero described their platitudes in the debate on defence as " blanc-mange," and I wish he could have listed a longer collection of them. " Let us go forward together," " Let us combine strength and toughness with conciliation." These and suchlike are commonplaces, repeated as if they were brilliant new ideas by all Ministers at the microphone or the Treasury Bench. What kind of people do they think we are ? Blanc-mange-eaters? To us all is blanc-mange save the dish we ordered, done to a turn. Are we, in their low opinion of us, guaranteed for ever to swallow such clap-trap as " We must give ground nowhere," or to accept as new-minted such phrases as " The wind of change " or " Peaceful co-existence," or to cheer to the echo when we are assured that with patience and restraint and by pulling together (with a few more schools and school-places thrown in) we shall solve the many unhappy instances of indiscipline, and lack of good manners, order and responsibility in our own country? But let us be fair to these Ministers. For most of their time, what can they be but bromide machines? Pressed to relieve taxation in half a dozen ways, Mr. Selwyn Lloyd replied

Francis Chichester, the winner of the recent single-handed transatlantic yacht race, arrives at Plymouth. He re-crossed the Atlantic in his 39-ft. yawl *Gipsy Moth III*, accompanied on the return voyage by his wife

The new Minister of the City Temple, London, the Rev. S. L. Griffith, arrives at London Airport with his wife and daughters. He succeeds Dr. Leslie Weatherhead. Until his new appointment, Mr. Griffith was the Minister of Chalmers United Church in Ottawa

A PRACTICAL SUGGESTION FOR A CHRISTMAS PRESENT

The Christmas season is approaching. For those who are thinking of a gift which will have a lasting value—to relatives, friends or business associates at home and abroad—a subscription to "The Sphere" is recommended. The weekly comprehensive pictorial coverage of world news, with its special emphasis on the Commonwealth and Industry, and its informed articles by expert writers, will appeal to the busy man or woman of affairs in the professions or industry wherever they are.

You can order your Christmas Gift subscriptions through any branch of W. H. Smith, Wymans, John Menzies, or any newsagent. Alternatively, you can send a cheque to our Subscription Department; if outside the U.K., send an International Money Order (obtainable at post offices throughout the world) to "The Sphere," 13-15, John Adam Street, London, W.C.2.

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With the Eiffel Tower in the background, small motor-boats tear through the water of the Seine from the start of the sixth annual Paris Six-Hour Race. Boats from ten countries competed in the event last week. It is an endurance test organised by the Yacht Moto-Club de France

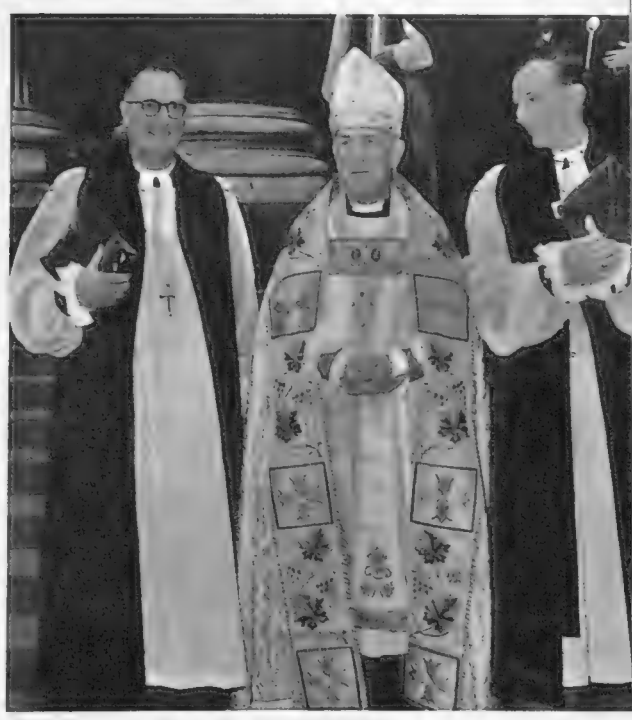
with a whale of a bromide: he promised "a Budget which in his honest conviction was the right one to preserve the strength and prosperity of the people." (Cheers.) Well, you can't expect him to leak Budget secrets or his fellows to anticipate the Queen's Speech.

OVERSTRESSING SCANDAL AND TRIVIALITY. No doubt at all the highest Ministers of the Crown should be men of high moral character, and many of them are. Some whose private lives have been open to criticism have yet done notable service to their country; and when their biographers overstress the scandals of their private lives, they throw out of balance a political biography. More than that, they lay themselves open to the charge of unworthy motives, the pursuit, as principals or hired assassins, of private vendettas in the sacred name of truth or the shrewd realisation that scandalous matter creates wider interest than political records. Such biographies are common enough to-day—for there is keen competition in the book trade—and the motives of those who write them are not often disguised by the claims of truth and "compassionate" frankness. Instance the recent biographies of Lloyd George by his son and of Curzon by Mr. Mosley. I have no hero-worship for either of these statesmen, who detested one another. Both, in their time and in their different ways, did signal service to the country and spent themselves in doing it; and, in an imperfect world, biographical balance, if not decency, directs that the frailties of their private lives should be acknowledged in general terms, but should not provide sparkle to a serious appraisement of their status as statesmen, least of all where the biographer is the son of his subject. In essentials, I found these biographies regrettable as filling no valuable gaps in the researches of previous biographers and historians; yet confirming the sombre truth that many who write books are more concerned with sensations than with essentials in political biography. The light of truth they shed sombrely illumines a regrettable literary fashion rather than their subjects.

"A KING IN THE CLOUDS." A footnote to *The Sphere's* excellent article on Nepal in the issue of October 15—in 1958 Erica Leuchtag published *A King in the Clouds*, an account of the life of King Tribhuvana of Neparanal under the dictator rule of his hereditary Prime Minister dynasty. I read it with wonder and absorption. It was the story of a dedicated prisoner, pent up in a gilded cage with his family, whose only recreation was mail-order buying of expensive and futile luxuries from a Tiffany-type sale catalogue, and whose only annual outing was to show himself in public (closely guarded) in the company of his Prime Minister. This book was indeed a fairy story outshining any chosen by Andrew Lang. And now Tribhuvana's son, King Mahendra, has paid a State visit to Britain and that visit our own Queen is to return. What an incredibly swift revolution in Nepal must have taken place to make such visits and return visits possible. In 1948, when Miss Leuchtag came to live in the Royal circle, such exchanges would have been impossible. The people of Katmandu must indeed have gained enfranchisement and their imprisoned god "with a light shining in his forehead" have earned his right to live in modern dress with lightning speed. Tribhuvana escaped to India and sparked-off the revolution of 1950 which drove out the ruling dynasty of Premiers; and his son, Mahendra, who succeeded him in 1955, is our present visitor. It is worth recalling that the Queen's grandfather, George V, visited and shot tigers in Nepal with wonderful skill during the Durbar tour of 1911; and that the Maharajas of Nepal still annually recalled their vivid memories of his visit in letters to him twenty-five years after it took place, as the late Lord Wigram told me.

"LIFE IS CHEAP, BROTHER." "It is not excessive," said a B.A.O.R. spokesman, "that Army manœuvres in peacetime during several weeks should cost nine lives." He should know; but it is a pity our young soldiers have not a cat's reserve of lives. As a nation we are pretty complacent about the cheapness of human life. We deplore such accidents, we deeply sympathise; but perhaps we do less than we might to insist on efforts to prevent them. Those loaded and cocked shotguns, for instance, which are leaned against kitchen walls and constantly kill children who play with them—shall we ever hear of the prosecution of an adult who commits this act of criminal negligence? We know well that half these lethal weapons are not even legitimised by a 10s. gun licence. We are a gun-owning democracy. Anybody can let off a gun.

THE OLD STAGER



Outside St. Paul's Cathedral, the Archbishop of Canterbury is with the Right Rev. G. D. Savage (left), Suffragan Bishop of Buckingham, and the Right Rev. F. T. Horan, Suffragan Bishop of Tewkesbury. The consecration of the new Bishops was conducted by the Archbishop

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THE VOICE OF THE COMMON

MR. MALCOLM MACDONALD

Mr. MacDonald (left) and his successor as U.K. High Commissioner in India, Sir Paul Gore-Booth

On his retirement as United Kingdom High Commissioner to India last week, the Rt. Hon. Malcolm MacDonald ended another chapter in his long career of service to the Commonwealth. He had been in Delhi for five years. The son of J. Ramsay MacDonald, architect of the modern Labour Party and Britain's first Socialist Prime Minister, he entered Parliament in 1929. Two years later Mr. MacDonald began his association with the Commonwealth, being appointed Parliamentary Under-Secretary at the then infant Dominions Office in the National Government of his father. Throughout the period from 1935 to 1940 he was either Dominions or Colonial Secretary in the various governments. In 1941 he became United Kingdom High Commissioner to Canada and held this post until 1946, when he was moved to Asia as Governor-General of Malaya and British Borneo. From 1948 to 1955 he was Commissioner-General for the United Kingdom in South-East Asia. Mr. MacDonald was born in 1901. He arrived in London last week from Delhi and is taking a long holiday in Britain and Canada. It is understood that he may eventually be appointed to another post of importance.

CANADA

The importance of Canada's timber industry has been stressed by the creation of the new Ministry of Forestry in Mr. Diefenbaker's recent Government changes. Speaking soon after his appointment as the first Minister of Forestry, Mr. H. J. Flemming predicted world demand for forest products will increase greatly within the next five years. In another speech he said Canada must take advantage of this upsurge.

Canada's prominent position as a world supplier of wood and wood products is based on the country's vast timber resources—an estimated 665,126,000,000 cub. ft. of standing timber which, with proper management, can be regarded as an inexhaustible supply. In recent years the development of the timber trade has been assisted by research laboratories whose discoveries have made Canadian wood the most modern material for a great variety of applications. New laminating, coating and impregnating techniques have greatly increased the resistance of Canadian wood to fire, decay and termites. This is of especial advantage to timber-frame construction in house building.

Last year almost 70 per cent. of Canada's timber production was exported to more than ninety markets throughout the world. The United Kingdom has for long been one of these markets. Wood products and paper exports to the U.K. during the first half of 1959 were worth nearly 60,000,000 dollars (£22,000,000). For the period of January to June 1960 the value of timber exports had gone up to over 85,000,000 dollars (£31,000,000).

That Canada is hoping to increase further its timber export to the U.K. is evidenced by the recent Timber Trade Mission which finished a fortnight's tour of Great Britain this week. The thirteen-man mission, led by Mr. H. F. Staniforth, President of Staniforth Lumber and Veneer Limited, of Montreal, visited London, Hull, Manchester, Glasgow and Belfast before going on to Dublin. Its specific terms of reference were to examine the effectiveness of production, marketing and sales-promotion methods as they affect Canada's lumber exports.

NEW ZEALAND

The University of New Zealand is engaged in a major programme of expansion and reorganisation. The early 1960's will be one of the most important transitional periods in its ninety-year history. Two vital, significant facets of this situation are:

> The imminent change-over from the unitary system of constituent colleges of the University of New Zealand to a system of four separate and independent metropolitan universities.
>
> An extensive major building programme—expected to cost up to £20,000,000 over a ten-year period from 1957—to provide adequate facilities for study and research.

The increasing size and importance of the university colleges have made autonomy for the constituent institutions both desirable and practicable.

A desperate accommodation problem, which in the early '50's faced the University in all its establishments, made a major, long-range building programme imperative. Under the current administrative reorganisation, the four provincial Universities, at Auckland, Wellington, Christchurch and Dunedin, are expected to have full degree-granting status from 1962. Legislation to set the stage for this has already been introduced in the New Zealand Parliament. When the new legislation is passed, the University of New Zealand will cease to exist, and its charter will become inoperative. In 1962, the new Government-appointed University Grants Committee will become the executive body which will carry out the central functions at present exercised by the University of New Zealand. The new committee will direct university development, with full authority in policy planning, operational expenditures and building programmes.

The urgent need of a huge building programme is underlined by the rapid rise in student numbers in recent years and the projected increase in enrolments in the immediate future. In 1955 total enrolments stood at about 10,000. By 1965 they are expected to be doubled (the 1960 total roll is 15,826) and by 1975 will probably exceed 30,000. The accommodation problem had become critical by 1953, when there was no major building under construction at any of the four main colleges, and no agreement that funds be granted for such a purpose. After urgent representations for a concerted plan of building, the Government agreed to finance the simultaneous erection of one major building at each of the main centres. The programme was launched and is proceeding according to a planned schedule of priorities.

Two of the universities—Auckland and Canterbury—have already outgrown their present establishments. Canterbury is shifting to a new 140-acre site at Riccarton, and Auckland's site is to be enlarged for further expansion. Under the programme more than 1,000,000 square feet of buildings is either under way or planned. The total area of teaching buildings in the whole university system in 1960 is about 1,100,000 square feet.

As in all forms of education in New Zealand, entrance to university is based on the principle of equal opportunity for all. Government bursaries entitle all holders of the university entrance certificate—gained either by examination or by recommendation from a recognized secondary school—to half tuition fees for the first year at university, and to full fees for the following three years, provided that their work is satisfactory. All holders of the higher school certificate receive full tuition fees and, if they are full-time students, a bursary allowance of £40 a year. Full-time students who have to live away from home receive a boarding allowance of £50 a year.

There is no discrimination between men and women in the University; nor is there racial discrimination. The first woman student was enrolled at Otago University in 1874, and New Zealand was the first Commonwealth country to produce a woman graduate. In to-day's total roll there are 3,874 women students, and the University employs 55 women lecturers in a total staff strength of 700.

PAKISTAN

Field-Marshal Mohammad Ayub Khan, President of Pakistan, inaugurated the Pakistan Lawyers' Convention recently in Karachi. In the course of his address to the Convention, the President made a number of important points about why martial law had to continue in Pakistan until the Constitution had been framed. The following are the relevant excerpts from his address:

"You have said that the martial law has outlived its utility. There are two aspects of martial law as it exists in Pakistan to-day. The first aspect is that the authority of the State is at present derived from the assumption of power under a decree which was not passed in pursuance of any pre-existing constitutional provision and by which martial law was imposed. In this sense martial law has to continue till such time as a fresh constitution is introduced. For, if it was lifted before a constitution became operative, the authority of the State would have to be exercised otherwise than under a Constitution, which again would, in fact, mean martial law though perhaps called by another name.

"The second aspect of martial law is the trial of certain offences by military courts as a means of maintaining law and order. In this aspect martial law is being gradually lifted all the time. Regulations and instructions have been issued from time to time, reducing the number of military courts and the cases that are to be tried by them. Standing military courts were abolished nearly a year ago. Only a few categories of anti-social offences like smuggling, black-marketing and hoarding are being tried by military courts specially convened for the purpose. You have said there is a general feeling in the country that the need for military courts no longer exists. This feeling is perhaps confined only to the cities and, even there, mainly to those who are engaged in activities in which there are opportunities for hoarding or black-marketing and, perhaps, those to whose lot falls the unpleasant duty of defending them if caught. From the rest of the country come pressing demands that military courts should be asked to decide more and more cases. Those in the first category are in a better position to

WEALTH

A distinguished Commonwealth servant; Canadian timber; reorganisation of New Zealand's universities; President Ayub on martial law; a prize for a Malayan nurse

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

have their voice heard than those in the second category, though very much larger in number. An impression is thus created as if the feeling of the few vocal ones is the general feeling in the country. I am very keen that the Army should not get involved in matters other than military. I assure you it is no pleasure to me or the Army to be dragged into the strife-torn and contaminated atmosphere of accusations and counter-accusations by criminals. It is only the compelling need of the situation as it has existed in this country for many years which makes it necessary for me to do so, to a limited extent.

"You have stressed the need for the rule of law. As a layman, by that expression I understand three things. First, the existence of a body of rules which give notice in advance to all the citizens of the State as to legal consequence of any act or omission on their part so that no room should be left for making a law for a particular case. Second, that this body of rules should be such as to make certain that the law would be accurately applied in each case. And third, that this body of rules would be so devised as not to give an undue preference to any. A great deal of thought is being given to devising institutions by which these objectives can be assured. Until such time as those institutions are brought into being, my Government remains vigilant to see that those objectives are fully kept in view in the existing conditions. Departures from them have taken place in the past and I have no doubt that departures still continue to take place. I have good reason for believing, however, that instances of such departures are less frequent now than before."

MALAYA

The award of a prize to a Malayan student nurse working near London has drawn attention to the educational facilities for Malayans in Britain. Miss Lim Ying Kim, aged twenty-four, from Kuala Lumpur, received last week the Johannes Pulfer Memorial prize—the top award for student nurses—at the Colindale Hospital, Hendon, Middlesex. She is one of the fifty nurses from Malaya training in British hospitals at the present time. Like most of them, Miss Lim Ying Kim is a private student. She has been in Britain since 1958.

Altogether there are now over 3,000 Malayan students of both sexes studying in British universities, hospitals and schools.

Mr. Granville Roberts (left), the Kenya Public Relations Officer in London, explains points of interest of a model Arab dhow to Mr. Anthony Grover, Chairman of Lloyd's. The dhow is a gift which has been presented to Lloyd's by the Government of Kenya

This Canada Trend timber-frame house is seen when it was on show at this year's Ideal Home Exhibition, in London. It has been acquired by Mr. Garfield Weston, the Canadian industrialist. The timbers used in the house are Douglas fir, Pacific Coast hemlock, Western red cedar and maple. The building was specially designed for Britain

WATCHDOGS OF COMMONWEALTH EXPENDITURE

At the fourth Conference of Commonwealth Auditors at the Commonwealth Relations Office in London, delegates seated, clockwise, round the table are, starting from centre of picture: Mr. Kandiah (Malaya); Mr. Bompas (Malaya); Mr. Panditaratne (Ceylon); Mr. Weerasinghe (Ceylon); Mr. Fawdry (South Africa); Mr. Van der Walt (South Africa); Mr. Long (Canada); Mr. Henderson (Canada); Mr. Curtis (U.K.); Sir Edmund Compton (U.K.); Mr. Best (U.K., Secretary); Mr. Newman (Australia); Mr. Rees (Australia); Mr. Rizvi (Pakistan); Mr. Sabine (Ghana); Mr. Osei (Ghana); Mr. Morris (Rhodesia and Nyasaland); Mr. Johnson (Rhodesia and Nyasaland); Mr. A. C. Bose (India); Mr. Bushell (Nigeria), and Mr. Paterson (New Zealand). The Auditors-General, or their representatives, of the various Commonwealth countries meet at the conference for informal discussion on common problems and for exchange of ideas regarding the systems employed for accounting for public funds in Commonwealth states. The first Auditors' Conference was held in 1951, the second in 1954 and the third in 1957

With Queen Elizabeth and Prince Philip at Buckingham Palace are King Mahendra, Queen Ratna and, extreme left, Crown Prince Birendra

NEPALESE STATE VISIT

For their three-day State Visit to Britain, the King and Queen of Nepal were greeted by pale autumn sunshine. Large crowds in the streets of London lined the routes of the drives from Victoria to Buckingham Palace, and on the next day to Guildhall for the luncheon given by the Lord Mayor and the Corporation of the City. Mingled with the applause of Londoners were shouts of " We bow to thee " from Nepalese students and officials. Accompanying King Mahendra and Queen Ratna was the King's son, Crown Prince Birendra, who is at Eton. The recurring theme of the tributes in the Royal speeches at banquets and elsewhere was the long and close association between Britain and Nepal. After the State Visit, the Nepalese King and Queen began a 14-day official tour of England and Scotland.

The Nepalese Royal couple (left) at the Tomb of the Unknown Warrior

King Mahendra and Queen Ratna enter the British Museum

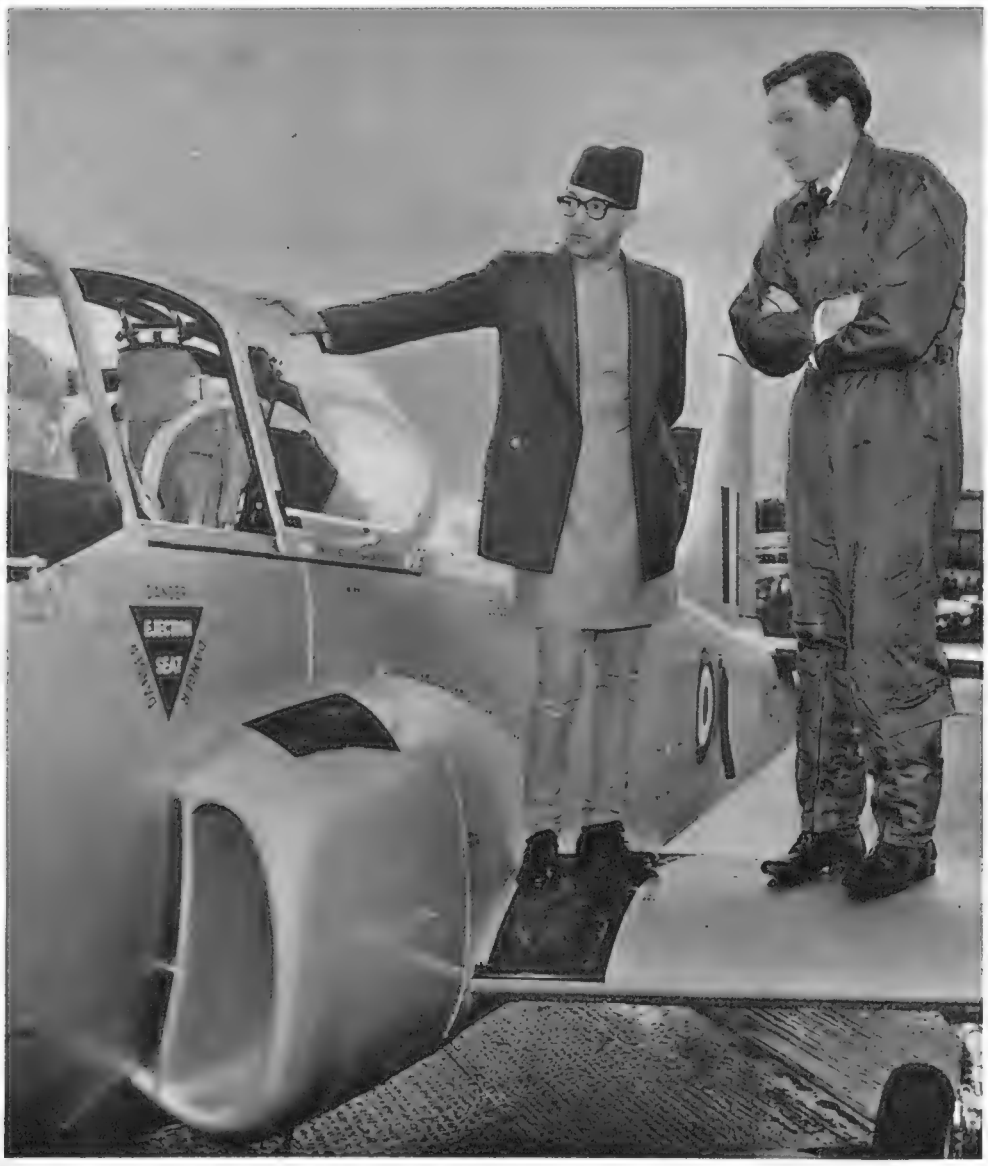
In Guildhall in the City of London, the King of Nepal is presented with the silver casket containing the Address by the Lord Mayor, Sir Edmund Stockdale

At luncheon in Guildhall, from left, are, Lord Kilmuir, the Lord Chancellor; Lady Stockdale; King Mahendra; the Lord Mayor; Queen Ratna; and the Duke of Kent

Nepalese State Visit

OPERA AND ELSEWHERE

Queen Elizabeth and King Mahendra and Queen Ratna and Prince Philip arrive at the Royal Opera House, Covent Garden, for a gala performance of Bellini's "La Sonnambula"



During a visit to the Vickers-Armstrongs Ltd. aircraft factory at Weybridge, Surrey, King Mahendra is with test pilot Dick Rumbelow

Nepal's Queen meets Dr. Fisher, the Archbishop of Canterbury

Queen Ratna on her visit to the British Hospital for Mothers and Babies at Woolwich, London

Queen Elizabeth and Queen Ratna are in the Royal box at Covent Garden. Behind them is the Duchess of Kent. **Below:** In the Royal box are (from left) Princess Margaret; Lord Home; the Queen Mother; the Duke of Kent; King Mahendra; Queen Elizabeth; Queen Ratna; Princess Alexandra; the Duke of Edinburgh; the Princess Royal; and the Duke of Gloucester

BRIAN VESEY-FITZGERALD

ANIMALS AT PLAY

I have been reading George Dewar's *The Faery Year*, which was published at the beginning of the century and is a sort of notebook of natural history observations. I came across this passage for October:

> By the River Lambourn, I watched a game between two full-grown stoats. The herbage of the water meadow being thick in patches, they often could not see each other easily, but the stoat, which was playing the part of hare, kept up an incessant bird-like chatter, so that the stoat which represented the hound might not get out of touch. The pursuit was partly by ear, partly by eye—for, though the pursuer could not possibly have seen much, if anything, of the body or head, it would see constantly the jet black brush of its friend, brandished about. These stoats ran in circles, describing many figures of eight in the grass, till suddenly they got wind of me and the game ended. Ludicrous as this stoat game was—a sort of babyish frolic of hide-and-seek, the hider all the while screaming shrilly and whisking his tail in the air lest the seeker might lose touch of him in the thick grass—it was sober compared with the gambols of a hare.

He then goes on to describe the play of a leveret.

Dewar was an exceptionally good field naturalist: one of the old school of sportsman-naturalist, a master of the fly-rod, a first-class shot, and a very observant man. He knew a great deal about stoats and often wrote about them. I have no doubt that he saw exactly what he described, and if he says that these two stoats were playing, then I feel sure that he was satisfied that it really was play and not a sex-chase (the preamble to mating in so many mammals) or an attempt by one male to drive another from his territory. Although Dewar would almost certainly not have known this at the beginning of the century, it could not have been a sex-chase, for the breeding season in stoats lasts only from February until July, the females being receptive and the males potent only for that time.

There must have been something in the behaviour of the animals that convinced him that it was a game. It is extraordinary, therefore, to find him comparing their game with that of a leveret: the more extraordinary because he evidently realised that he had witnessed something exceptional. Most countrymen have seen leverets playing, either together or by themselves. I wonder if anyone else has ever watched two adult stoats playing together —and in autumn at that?

Since reading that passage I have discussed it with half-a-dozen experienced gamekeepers of my acquaintance, and each has expressed astonishment. Not one had seen anything like it. But that is not significant. Natural history observations are very often, much more often than the experts would like you to believe, a matter of luck: if you do not happen to be in the right place at the right time, if you do not happen to be on the right side of the hedge, for example, you will be unaware of what is happening only a few feet from you, and especially so in the case of an animal as small as a stoat. They were not astonished because they had seen nothing like it. They were astonished because they all believed such behaviour to be foreign to the nature of an adult stoat.

When you come to think about it, play, other than sex play, is foreign to the nature of adult animals. Play is a manifestation of youth, and that period in wild animals is very brief with few exceptions (the anthropoid apes, for example). Even so, I am not sure that there is really anything, among carnivorous animals at any rate, that could be called play, genuine play, just for the fun of it: almost always, although the young animal will not be aware of this at the time, it is play with a purpose, a pleasant form of lesson. Consider the bitch otter twitching her tail (as does a cat with her kittens) so that her cubs may pounce and seize it, and twitching it away just before they do so in order to make them the quicker the next time. I have been fortunate enough to watch that, as pretty a picture of young animals at play as you could wish to see: but a serious lesson all the same.

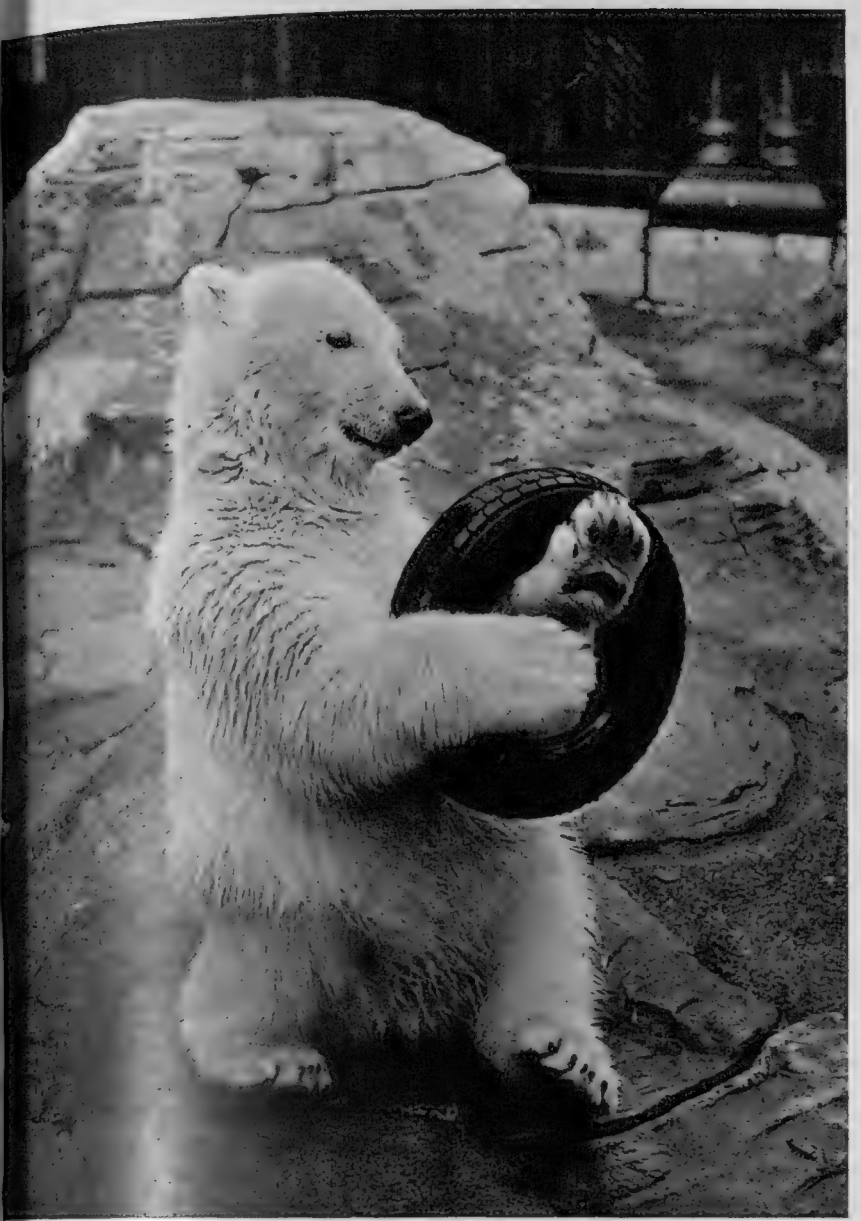
In a way, one of the saddest things in nature is the speed with which young animals grow up. Chickens are among the most engaging of youngsters, quick, perky, inquisitive: in no time at all they are hens, among the dullest and most stupid of creatures. Lambs gambol, and I think that they do so really for the fun of it. In no time at all they become stolid sheep. Calves are among the most delightfully playful of animals and, again, I believe that they play just for the fun of it: cows are among the most solemn and unimaginative. But none of these are carnivorous animals, and all of them are domesticated, and I think that there can be no doubt that domestication has, in many cases, a dulling effect: the animal no longer has to think for itself nor fend for itself.

But consider the carnivorous animals. The young play together, have sham fights, quick chases ending in a snarling tumble: the young otter pounces on its mother's tail, young badgers wrestle with the sow, the young kitten chases a leaf. All this is play and delightful to watch. But it is play with a purpose. The kitten frisking after its leaf, pouncing and letting it go again, is learning, however unconsciously, to catch mice. In no time at all, in a few months—it should be remembered that the stoat is adult and mates at the age of eight weeks—youth has gone, the serious business of life, finding food, mating, fending off rivals, begins. Adult animals do not, broadly speaking, have time to play. Mr. Dewar's stoats were very exceptional.

But I can hear someone saying what about my dog, what about my cat? I know. My terrier, until almost the end of his life, would chase a ball, would catch a ball thrown up for him. I have no doubt that he enjoyed doing so. But he did not play by himself, once he had left puppyhood behind, and he did not play with other dogs: he stood on his dignity.

My cat, a large and serious-minded marmalade, would not dream of playing with other cats. He takes a very low view of other cats, especially when they come into my garden, and sees them off as quickly as possible (he does this also with strange dogs). He has not played by himself since he reached years of discretion. But he will still chase and retrieve a ping-pong ball for me, will still leap into the air and catch it, will still play hide-and-seek. I have sometimes been guilty of thinking that I am playing with my cat, amusing him. Then, he has suddenly walked away, obviously bored. It has come home to me that I have not been playing with the cat, amusing the cat. On the contrary, he has been playing with me, "amusing the old man." You can almost hear him say, as he walks away, "Well, I've done my duty: you've had enough for one day."

Five-week-old twin Puma kittens play leapfrog



A Russian polar bear cub involved with a scooter tyre

Another polar bear cub, about five months old, plays ball in Regent's Park Zoo

A thirty-seven-year-old female Indian elephant enjoys a wash and brush-up

Four-month-old snow leopard cubs climb tree-trunks in Whipsnade Zoo

A mother St. Bernard and one of her two-month-old puppies

OPEN SEAS IN SIGHT

The latest P. & O.-Orient liner, "Oriana," is at Barrow-in-Furness awaiting her trials. She is to start her maiden voyage on December 3

The finishing touches are put to *Oriana*'s streamlined funnel

One of the liner's anchors which weigh 9 tons 15 cwt.

The £14,000,000 liner's open stern

Oriana's sleek lines are seen as she rests in her berth at Barrow-in-Furness

An unusual frame for an unusual ship. *Oriana* is seen through a quatrefoil window of Barrow's Town Hall

Oriana, the great new P. & O.-Orient Line ship, is scheduled to begin her trials next Thursday (November 3). At present the finishing touches are being completed at the Barrow-in-Furness yards of Vickers-Armstrongs (Shipbuilders) Ltd., where *Oriana* was launched last November by Princess Alexandra. The 42,500-ton liner, which will have accommodation for 646 first-class and 1,496 tourist-class passengers, is one of the largest to be built in England. She has cost about £14,000,000. One of the most interesting aspects of her design is the superstructure, which is of aluminium all-welded construction, and weighs 1,040 tons—approximately one-third lighter than it would have been if constructed in steel. This saving in top weight, together with the lower than usual positioning of the lifeboats, has made it possible to build in an extra deck. On the mechanical side, *Oriana* will be able to make use of a system of transverse propulsion to give her increased manœuvrability. The electrically-driven impeller units, designed and constructed by Vickers-Armstrongs (Engineers) Ltd., will draw in water on one side of the ship and expel it on the other, giving *Oriana* a smaller turning circle than would be otherwise possible. Other features of the liner are her open stern, and improved funnel design. When *Oriana* has completed her trials she will sail to Southampton, where she is expected on November 16, and her maiden voyage is planned to start from there on December 3. This extensive trip will cover a large part of the globe. The liner will voyage to Sydney, Australia, via Naples, Port Said, Suez, Aden, Colombo, Fremantle and Melbourne, and will put out for a ten-day cruise from Sydney. Then she is to sail across the Pacific to Vancouver, San Francisco and Los Angeles, calling on her way at Auckland (New Zealand), Suva, and Honolulu. Her return route will be similar, except that she will visit Wellington instead of Auckland, and call at Gibraltar before she docks at Southampton again on March 24.

BOOKS

A COLLECTION TO CHERISH

Aldous Huxley's essays; the Duke of Windsor's reminiscences; biography of an explorer; Novels set in Australia and Canada, and other fiction

The most provocative, brilliant and intellectually exciting book in this week's list is a thickish volume of essays, and if that sounds to some readers like a contradiction in terms, I will add that these are COLLECTED ESSAYS (Chatto and Windus. 30s.), by Mr. Aldous Huxley. The selection has been approved by the author and, as he writes in a witty preface: "In the course of the last forty years I have written essays of every size and shape and colour. . . . Sometimes, it seems to me, I have succeeded fairly well in doing what, in one field or another, I have set out to do. Sometimes, alas, I know that I have not succeeded. But 'please do not shoot the pianist; he is doing his best.' . . . For the writer, at least, and perhaps also for the reader, it is better to have tried and failed to achieve perfection than never to have tried at all."

The collection, which is one to cherish as well as to enjoy, includes part of Mr. Huxley's work on the properties of the drug mescalin. ("'There seems to be plenty of it,' was all I could answer, when the investigator asked me to say what I felt about time"); essays on D. H. Lawrence, on Breughel, on decentralisation and self-government, on philosophy, on travel and on love. There are forty-eight altogether, and I cannot conceive of a contemporary book better worth possessing.

The Duke of Windsor's book, A FAMILY ALBUM (Cassell. 21s.), is a pleasant volume of family memories, abundantly illustrated with photographs from the author's own store and enlivened by a number of polite rather than hilarious anecdotes. The keynote of the reminiscences, however, is a discussion of clothes, as they are and as they were, in the guise of uniforms, formal or sporting dress and described and commentated by the man who for most of his life has been the most famous setter of men's fashions in the world. His father, King George V, had very rigid ideas about the clothes that a man might properly wear but he was not, as one might respectfully note, a pace-setter in the matter. King Edward VII was, whether it was in his addiction to trousers pressed at the sides rather than fore-and-aft, or the last, free button of the waistcoat or a score of other details. His grandson was his worthy heir in these questions and, to this day, is influencing the tastes and sumptuary habits of well-dressed men from Paris to Palm Beach.

SIR HUBERT WILKINS (Robert Hale. 21s.) is the subject of an admirably direct and unpretentious biography by Mr. John Grierson, who is all the better placed to write about this "Enigma of Exploration," as he calls him, since he, too, has been actively concerned in Arctic and Antarctic exploration, particularly from the air. The exploit that most people associate with Sir Hubert's name was his attempt—and gallant failure—to navigate a submarine called *Nautilus* under the North Pole in 1931, but this was only one of many undertakings, and it was for a flight from Alaska to Spitzbergen in 1928 that he was knighted. He was a man of immense courage. His only private panic was, absurdly enough, about going up ladders, which seemed to make him dizzy. And his decorations for valour were by no means all from England or his native Australia. He had immense determination and stamina, and a twinkling sense of humour. Mr. Grierson has done well by his distinguished colleague and made a most readable book from his material.

PETER SCOTT, the ornithologist, and his wife autograph copies of their latest books, *Faraway Look I* and *Faraway Look II* in the book department of the Army and Navy Stores. Published by Cassell, the volumes cost 15s. each. The first is about animals and birds of Australia, New Zealand, New Guinea, Fiji and Hawaii, and the second covers wild life in the British Virgin Islands, Panama, Trinidad and the Galapagos Islands

I already have a short list of people, their ages ranging from fifteen to eighty-six, to whom I hope to give copies of Mr. Gerald Durrell's new book, the shortness of the list being only dictated by the comparable condition of my pocket. A ZOO IN MY LUGGAGE (Hart-Davis. 16s.) is an accurately-chosen title for Mr. Durrell's fascinating, funny and immensely informative account of the way in which he began to stock his private zoo by an expedition to West Africa. The book also touches lightly on the fact that he had immense trouble, once back in England, in finding a site for the zoo, which would not be the target of every municipal meddler within miles. It is a wholly rewarding adventure in reading, whether the writer is complaining that his wife and secretary both relapse into "the most revolting fubsy attitude when faced with anything fluffy," or giving the details of a night hunt in the Cameroons in fairly alarming circumstances. The line drawings by Mr. Ralph Thompson are, incidentally, models of what this kind of illustration should be: both exact and stylish.

Mr. Auberon Waugh, we are told, has no especial plans for becoming a professional novelist such as his father and uncle. He has,

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RUSSIA AND CHINA

Communist partners or rivals?

Time and time again in his assessment of Russo-Chinese relations J. V. Davidson-Houston emphasises the traditional antagonism between these two vast groups now cemented, but maybe not all that firmly, by a common adherence to Communism. We are shown that nothing can really efface the memory of the "Tartar Yoke," the effect from the East upon the West of those nomadic invaders who wished to inspire fear, helplessness, humiliation, and submission, and succeeded with ruthless efficiency and remorseless consistency. In RUSSIA AND CHINA (Robert Hale. 21s.) the author reveals a fine sense of historic perspective. Undoubtedly the fact that he can speak both Russian and Chinese fluently and has spent a total of twelve years in working and travelling in China and Soviet Central Asia have, coupled with much reading, helped to give him this commanding view.

Most people are aware that 250,000,000 men, women and children are living in the communes of Communist China. In all there are said to be 26,000 of these communes; but Western reporting on them seems up to now to have taken the form of a forbidding black or an effulgent white. Richard Hughes, a newspaper correspondent in the Far East since 1946 who has travelled extensively in China, has sought to put the record straight. In THE CHINESE COMMUNES (The Bodley Head. 10s. 6d.) he weighs evidence from all sources from the "conducted-tour visitors" to the refugees. We see how the commune is designed to meet the conditions and problems of a nation which has a gross excess of population and a gross shortage of capital. It is clear that under pressure the Chinese may mould it and adapt it, but they are not likely, despite admitted blunders, errors and excesses, to abandon this vast and controversial venture upon the uplands of applied socialism.

The atmosphere of a highly dramatic period in Anglo-Irish history is ably re-created by Edgar Holt's PROTEST IN ARMS (Putnam. 30s.). This is an historic survey of the Irish Troubles from 1916 to 1923, the period of the Easter Rising, Bloody Sunday, and the burning of the Customs House. From this tragedy, none the less, a new nation was created and threw up many remarkable personalities. Edgar Holt has made a bold plunge into muddied waters, but whether many Irishmen will admit that he has been reasonably objective is quite another matter.

The great African missionary Frederick Stanley Arnot does not even rate a separate entry in most general encyclopædias, or, for that matter, even a mention. He was one of the early Scottish missionaries who helped to shape the destiny of Central Africa during the time when Rhodes was racing north to create an empire and Leopold I was putting his own hand upon the rich Congo. Tony Lawman, by a piece of most painstaking research, has produced a remarkable account of Arnot's work and of his indefatigable journeyings in the '80's of the last century. FROM THE HANDS OF THE WICKED (Robert Hale. 18s.) is one of the most inspiring pioneer stories to come out of Africa.

Two worlds of horsemanship come together in Brigadier "Monkey" Blacker's THE STORY OF WORKBOY (Collins. 16s.), a horse which has graduated from the racecourse to the show ring and has won awards in many events at home and abroad. Brigadier Blacker writes informatively and excitingly of his adventures. John Hislop, that most skilled of amateur riders with a neat turn of phrase that has given him a journalistic career as well, writes his delightful reminiscences under the inappropriate and over-modest title FAR FROM A GENTLEMAN (Michael Joseph. 30s.). Most people who know Mr. Hislop will shy at the title, and "devour" the book.

R.C.E.

nevertheless, written his first novel, and if its success doesn't influence him in the choice of a career, I shall be very much surprised. For this is a very good novel indeed. It is witty, it is savage, it is satirical and it is well composed. Fairer than that it would be difficult to say. The scene chosen by young Mr. Waugh is, in the first instance, a monastery school, and, indeed, THE FOXGLOVE SAGA (Chapman and Hall. 15s.) is much concerned with the Catholic religion and with its teachers, its pupils, its detractors and its practitioners. Young Martin Foxglove, one of the schoolboys, appears to have everything physically and even spiritually that could be asked. He is extraordinarily good-looking, he has a high sense of duty, a beautiful if exasperatingly pious mother and a kindliness which leads him to choose Kenneth Stoat, the most ill-favoured boy in the establishment, as his closest friend. After school, the Army, and after the Army, chaos. None of the characters turns out as the reader might reasonably have forecast; there are some gloriously comic scenes and some that are bitter and ugly. The end has an off-beat touch of tragedy which the author's father has seldom bettered.

THE BACHELORS (Macmillan. 16s.) is Miss Muriel Spark's new novel; funny, macabre and superbly original in treatment as in theme. It starts from the premiss that London is the great city of bachelors who, quite early on Saturday mornings, may be observed in, for instance, Old Brompton Road, doing their weekly shopping, having friendly cups of coffee and swapping recipes for halibut-like cod. (I suspect that particular one of being one of Miss Spark's jokes but have a sneaking desire to try it, nevertheless.) Since this is a novel by a woman of near-genius, the cosily domestic atmosphere splits like a paper bag after a page or two and the highly individual, almost daemonic world of her imagination and talent emerges. Recommended for sheer stimulation and, of course, for enjoyment.

Miss Nancy Cato, with a simpler and more tender approach to people and their settings, has written a satisfying Australian novel in GREEN GROWS THE VINE (Heinemann. 15s.). As before, she has given a complete, vivid and genuinely memorable picture of life as it is lived in a particular section of her country, in this case a wine-growing district in South Australia. To say that Miss Cato has a simplicity of style is not to infer that there is anything artless about her literary manner; on the contrary, she is at all times firmly in charge of the plot, directing its romantic tendencies and making sure that there is never a false note in this very beguiling pastoral symphony.

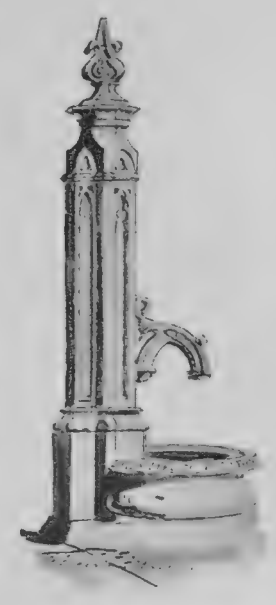
WHERE THE HIGH WINDS BLOW (Collins. 18s.) is by Mr. David Walker, who some years ago wrote *Geordie* and had a deserved success with that unsophisticated tale of an innocent Highland giant. His new novel, apart from the fact that it is likely to be well received, has no other connection, though, with that earlier effort. This is the tale of a Canadian who was a buccaneer in spirit and because he lived in the twentieth century became a big business man in fact. Imaginative in concept and ruthless in execution, his plans for the far north brought him immense success and at least a measure of happiness in spite of the unresolved conflict which was to rage between him and his wife and children. Mature, powerful and very, very readable.

THE STORMS OF SUMMER (Chapman and Hall. 18s.) is by Mr. John Iggulden, a Kentish name for an author who writes with great force and evocation about Australia and, in particular, about a remote fishing village on the southern coast. Not only a fishing community but a fisherman's war is the subject of this second novel of his which has all the excitement and tension of his first, *Breakthrough*, and solidly establishes him as a first-rate creator of exciting fiction.

(*Continued on page 207*)

Cartwright Gardens, in Bloomsbury, London. A fine example of very early nineteenth-century town architecture

TOWN'S EYE VIEW

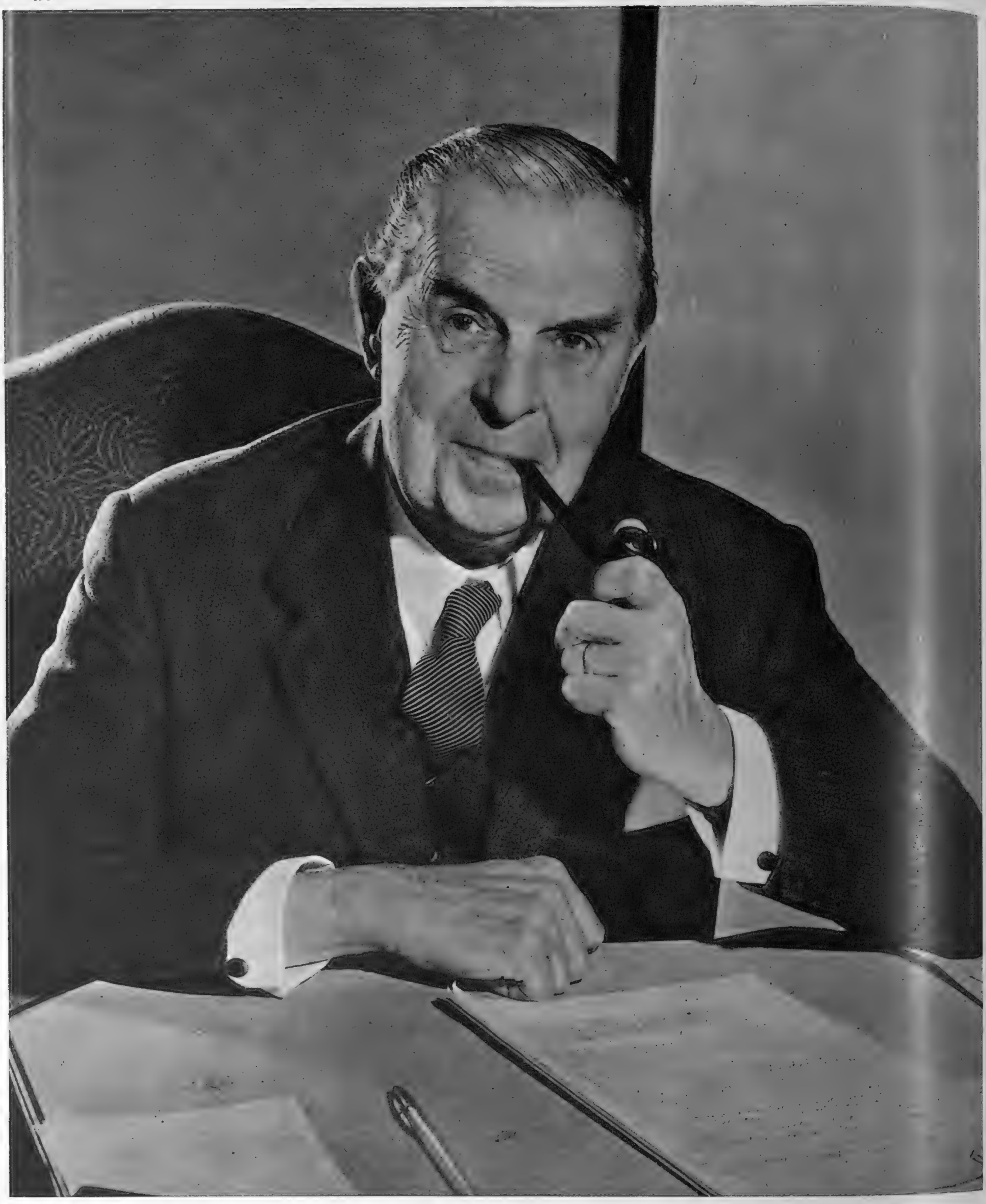


Gothic Revival Pump in cast iron, Chertsey, Surrey

The development of modern building has altered many of Britain's cities and towns. Fast disappearing are many of the haphazard relics of the ways of urban life of our forbears. *Town's Eye View* (Hutchinson. 15s.) has been written and illustrated by Geoffrey S. Fletcher, as a guide for young people to what they can see in cities, towns, villages and seaside resorts. The author is well known to *Sphere* readers as an illustrator. His book may roughly be divided in two: one theme concerns the development of the urban house and of cathedral and church; and the other is devoted to the fascination of shops, marine architecture, street furniture, and other oddities. The author provides a welcome enthusiasm for Victorian building, including railway stations and town halls, from Gothic to Classic. But it is to the fascination of incidental ornament that Mr. Fletcher devotes a great deal of loving care, from station weighing machines to seaside piers.

Left: A late Georgian pharmacy in Winchester

The kilns, chimneys and church tower of Stoke-on-Trent



LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Lord Mackintosh

Viscount Mackintosh of Halifax is perhaps best known as the head of the National Savings Movement, of which he has been chairman since 1941. November 1 is the fourth anniversary of the Premium Bonds Draw; also this year marks the beginning of the £5,000 prizes. The movement has thus continued as a vital force, the total invested in National Savings recently reaching a record £7,000 million. As Chairman, Lord Mackintosh travels more than 30,000 miles every year visiting some 300,000 voluntary workers. But there are other fields in which Lord Mackintosh is prominent. He is Chairman of the family business—John Mackintosh and Sons Ltd., confectionery manufacturers. This was started by his father in 1891, the year in which Lord Mackintosh was born. It now employs about 6,000 people. Lord Mackintosh has been closely connected with advertising. For four years he was President of the Advertising Association, and of the International Advertising Conference. A Yorkshireman, born in Halifax, he was made a knight in 1922, a baronet in 1935, baron in 1948, and viscount in 1957. Lord Mackintosh sits in the Lords as an Independent. He lives in Norfolk and is President of the Royal Norfolk Agricultural Society. A leading Methodist, he has taken a great interest in the work of Sunday schools and for thirty years has been President of the World Council for Christian Education. His interests also extend to campaigning for cancer research and to education; he is Chairman of the Promotion Committee for the new University of East Anglia. His hobbies are farming and collecting early Staffordshire pottery and pictures of the Norwich School. He has a well-known collection of these works, and has written extensively on both subjects. Viscount Mackintosh is a member of the Arts Council

PRIVATE ENTERPRISE IN GAS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

While some consider the British gas industry the best-organised of this country's nationalised industries, nobody could call it the most rapidly expanding. Until a year or two ago it was still managing to pay its interest charges and make a small surplus; so far this year, it seems to have sold about 4 per cent. more gas than in the same months of 1959. But unfortunately the 1959 level from which it is lifting itself was already well below three years before; since the early '50's sales of town gas in Britain have hardly shown any increase at all, in painful contrast to the bounding expansion of electricity, going ahead still at "its normal 7 per cent. per year" (which between 1959 and 1960 has been comfortably exceeded). In comparison with oil and electricity, gas in Britain seems to be still in the doldrums with coal (its major raw material, upon which the gas boards are inclined to blame most of their recent difficulties in competing).

When, therefore, one is told of a gas industry in Britain that in 1959 sold about 40 per cent. more than in 1958, and this year might increase its sales even more, one waits for the catch in it. There is, in fact, no catch; the privately-owned industry which sells liquefied petroleum gases in this country does not begin to compare in size with the nationalised gas boards, but it does offer nation-wide distribution, and is beginning to sell its gas almost as generally as the town gas industry does. Moreover, the two are complementary rather than competitive, for the most part; "L.P.G.", as it is called, already makes a significant contribution to the problems of the town gas industry at times of peak load, and may possibly become of greater importance in Britain's general gas supply in future.

"L.P.G." consists of butane and/or propane, two hydrocarbon gases that are found in petroleum. These gases exist as fairly important components by volume of much of the natural gas that comes up with oil in certain oilfields, particularly in the Middle East. In natural gas that is obtained from dry "gas fields," such as those found in the United States or the Sahara, the proportion of butane and propane is generally smaller; this gas is nearly all methane, the "firedamp" also found in coal mines. But the two gases also exist in crude oil; and it is mainly as "fractions" boiled off in the refining of oil that "L.P.G." has so far been significant as a commercial product.

In this country, most people know liquefied petroleum gases simply as "Calor gas," which is a tribute to the success with which the leading distributor has managed to publicise the name of his branded article. The Calor Gas (Distributing) Company Ltd. was founded in 1935 to begin selling bottled gas from Britain's at that time somewhat limited oil refining capacity—and from the hydrogenation plant that Imperial Chemical Industries brought in during the '30's to produce motor spirit and other hydro-carbon fractions from the processing of coal or its products such as creosote. That was at a time when oil refining in Britain was a matter of high political and technical controversy rather than a practical fact. By the time that Britain began a massive development of oil refining in this country, after the war, Calor had established a market for this gas and a distributive system to service it.

The development, over about a decade, of capacity to refine more than 40,000,000 tons of crude oil a year in this country has vastly increased the supplies of butane and propane available for use here. Supplies have indeed outgrown the original markets for L.P.G., though these too have expanded rapidly. Calor and one or two other distributors, for years, have been developing sales of this convenient bottled gas for heating, cooking and lighting in rural areas; as a conveniently-stored fuel for use on boats and in caravans; and more recently for a wide variety of heating and power jobs in agriculture. With far more of these gases available, however, L.P.G. is now in process of shifting from a specialised to a general fuel. In particular, sales to industry are being developed. It is being used for welding, for process heating, and in a variety of operations requiring a high, steady flame that is clean and free of sulphur. In constructional operations it may be used to offer portable power and lighting on the site; internal combustion engines can be converted to use it very efficiently. Calor did not start selling L.P.G. to industry until 1956; last year it sold about 12,000 tons, against about 50,000 for domestic, caravan and boating uses, but the industrial sales are expanding the more rapidly. Technicalities concerned with the release of the gases have led the company to separate them to a far greater degree than used to be done; to-day it markets propane mainly for large-scale industrial uses and butane for domestic uses, rather than a mixture.

The main possibilities of L.P.G. as an independent fuel result from the efficiency with which it can be stored and transported. These gases can be liquefied either by pressure (about 24 lb. per square inch for butane and 110 lb. per square inch for propane); or, if necessary, by refrigeration. To date, pressure has almost always been used; a wide variety of pressure vessels, from the tiny capsules one buys to fill one's butane gas cigarette lighter up to vast bulk storage tanks about 10 ft. in diameter and 60 ft. long, are employed for different purposes. These gases can conveniently be transported in pressurised road tankers and railway tank cars; and as supplementary supplies for town gas supplies their economy in storage offers particular advantages. A pressurised gasholder 70 ft. high and 52 ft. wide will carry liquid petroleum gases equivalent to about 280,000,000 cubic feet of town gas; compare this with a big modern gasholder at a local gasworks, which may contain 5,000,000 cubic feet of town gas to deal with peak demands at the week-end, and one can see the advantages of using L.P.G. to supplement gas supplies. Propane/butane can be "reformed" into town gas in plant similar to that used to make gas from oil; alternatively, a simple mixture of these gases with air can be used with town gas for ordinary use. A number of local gas boards are to-day buying L.P.G. for this purpose—as well as gaseous propane and butane as "tail gases" from British oil refining operations.

Although British consumption of L.P.G. is growing so rapidly, it is still considerably lower than in some of the European countries, let alone the United States; we used 125,000 tons (equivalent to about 55,000,000 therms of town gas, but representing no more than 2 per cent. of total sales from British gasworks), as against about 820,000 tons in France, 600,000 tons in Italy and 320,000 tons in Western Germany. Consumption in the United States was of the order of 15,000,000 tons. In Italy and France, in particular, some of the L.P.G. marketed is derived from natural gas; Britain's output is limited

Foreground are three types of propane bulk storage tanks of The Calor Gas (Distributing) Co. Ltd. Background are the 32 lb. cylinders which are in normal domestic use

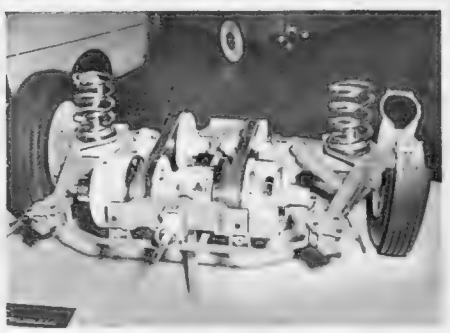
to supplies from refineries, but would still probably offer several times as much as is used here to-day. Calor is an independent company, buying its supplies from most of the country's major refineries; there have been frequent rumours of a take-over bid for this highly prosperous concern, and at least one of the major oil companies distributing in Britain is said to have plans to enter the general L.P.G. market on its own account fairly soon.

By one of the odd quirks of scientific journalism, which often give the ordinary reader much more idea of what is new or in course of development than of what actually exists already, more people in Britain might associate "liquid gas" with the experimental supplies of liquefied methane that have been brought across the Atlantic in a special tanker in recent years than with the stuff they put in their lighter or burn under a picnic stove—which they may not even know that they buy as a liquid. Butane and propane already sail the seas on much more than an experimental scale. They need specialised tankers, too, but ones that are considerably simpler and cheaper to build. So far, they have hardly been imported to Britain, though the possibility has been discussed. There are people in the gas industry, and in the world petroleum business, who think that butane and propane liquefied by established processes, rather than the more complex liquefaction and transport required for methane, might offer the best contribution of imported petroleum gases to Britain's gas supplies of the future.

THE MOTOR SHOW

On sixty-five stands at this year's Show at Earls Court, 360 cars are on show, a record total. Of these, 35 makes come from Britain, 12 from the U.S. and Canada, 7 from Germany, 6 each from France and Italy, 2 each from Sweden and Russia, and 1 each from Holland and Czechoslovakia. The figures illustrate the diversity of models produced in Britain. In his speech officially opening the Show, Mr. Maudling paid tribute to the industry's outstanding position in the economy. He went on to say that the Government was watching the recession very closely, but he felt that the industry's present difficulties were only temporary. In long-term prospects, this view has been shared by the industry. The mood of the buying public was reflected in the fact that attendances on the first day were down compared with last year.

The President of the Board of Trade, Mr. Maudling, declares the Show open



The exhibit on the Daf stand shows the twin-belt drive to the rear wheels of this low-cost Dutch saloon with automatic transmission

Most expensive in the Show is the Rolls-Royce Phantom V with James Young coachwork

Right: At the wheel of the Lea-Francis Lynx. It is an occasional four-seater tourer

Below: One of the three models on the Alvis stand is the four-seater drophead coupé

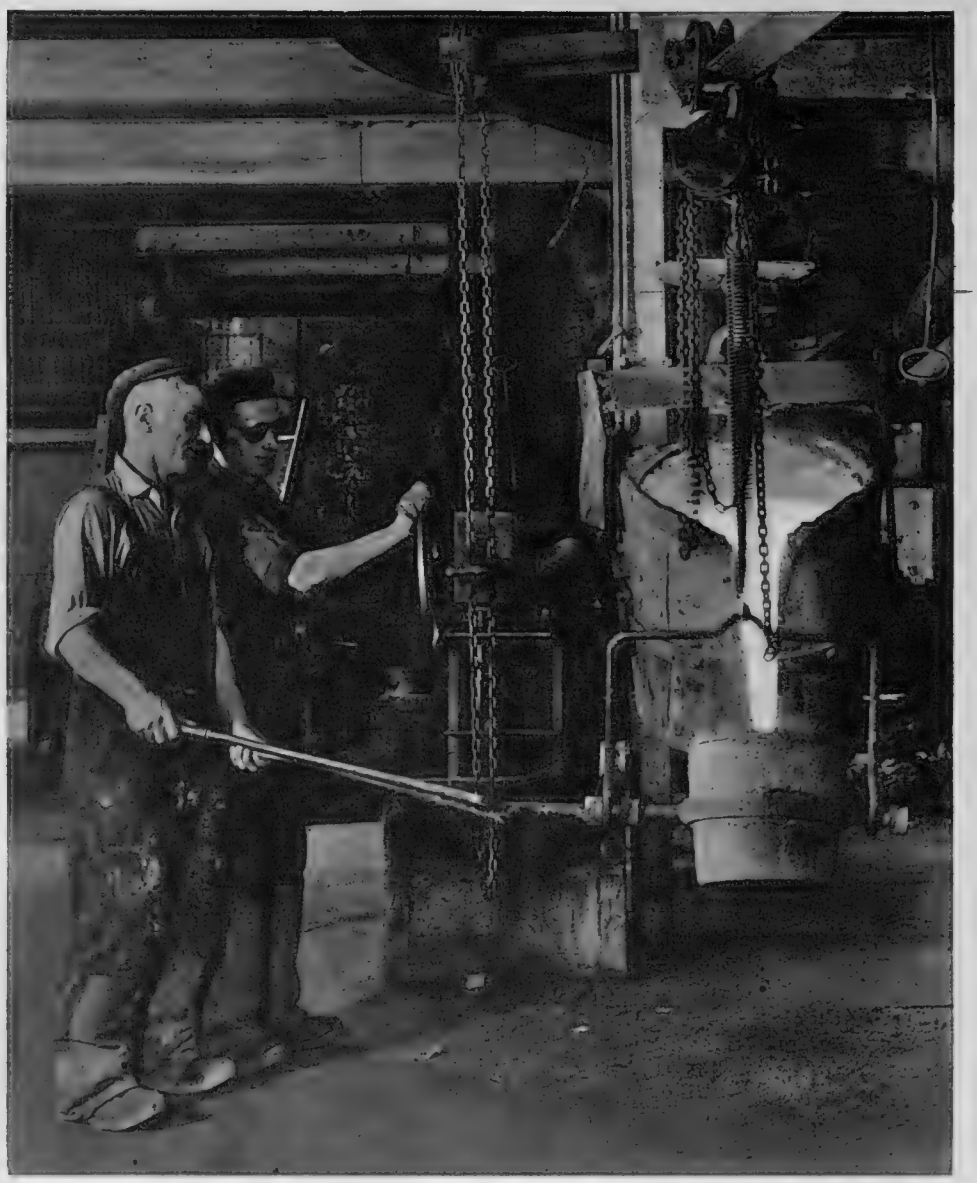
Demonstrating the built-in glove box, one of the new features of the luxurious Ford Thunderbird which has a 6·4 litre engine

The Italian Fiat Abarth 1,000 competition two-seater

A general view of the Motor Show at Earls Court, which closes to-day, October 29

From Sweden comes the new Volvo P.1800

The Chevrolet Corvette sports car. It has a V-8, 4·6-litre engine

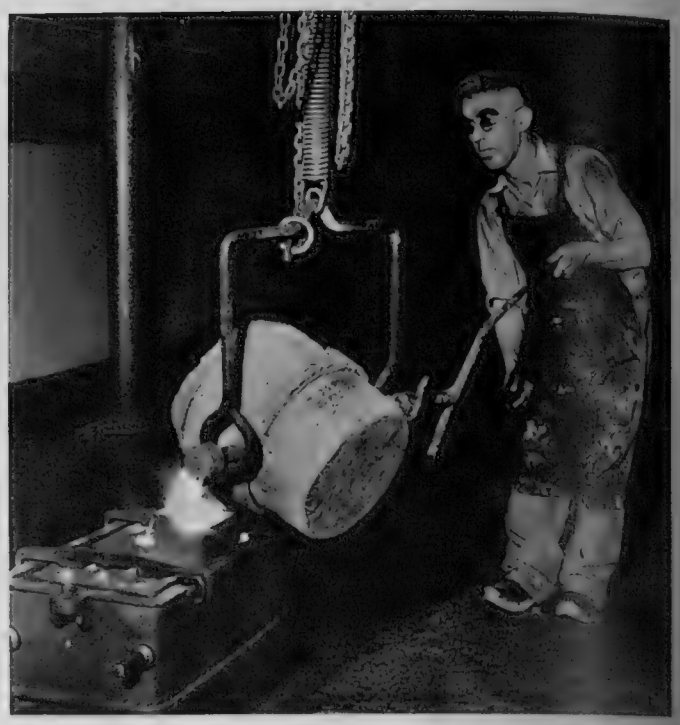


The pictures on these and the following two pages show the various stages in the production of a car at Austin's Longbridge works. The first step is here in the foundry, where molten metal is poured into moulds to form the basic castings. The molten metal, which is at a temperature of 1,400 degs. Centigrade, is being transferred from the ladle, which receives the metal from the cupola in the furnace, to a smaller container for the actual pouring process. At Longbridge, 110 tons of iron a day are used in the foundry, although only a small proportion of the total castings needed for the production of cars are poured here. Many component parts are supplied from external sources. The factory has been described by the Minister of Power as the most mechanised in Britain

ADOLF MORATH PHOTOGRAPHS

AUSTIN

at Longbridge, Birmingham



Volume production begins at an early stage. In this picture one of a continuous moving line of cylinder head moulds is passing the pouring station; the operator has to ensure that the molten metal is poured within twenty minutes of being removed from the furnace

Over a half-century ago, in 1906, the Austin Motor Company came into existence. In its first year the Company, whose works are at Longbridge, Birmingham, produced 120 vehicles and employed 270 workers. Now, Austin's can produce the same number of vehicles in one hour, and the number of people employed has risen to nearly 22,000. The amazing increase in production has been achieved very largely through automation, which has also helped to solve the problem presented by shortages in certain classes of skilled labour. The factory at Longbridge covers 260 acres, and resembles a small town. Here all main components are manufactured and assembled. In an average week the factory uses up about 63,000,000 body and chassis parts, 4,700,000 steel pressings, 315 miles of electrical wire, and 23,000 gallons of paint.

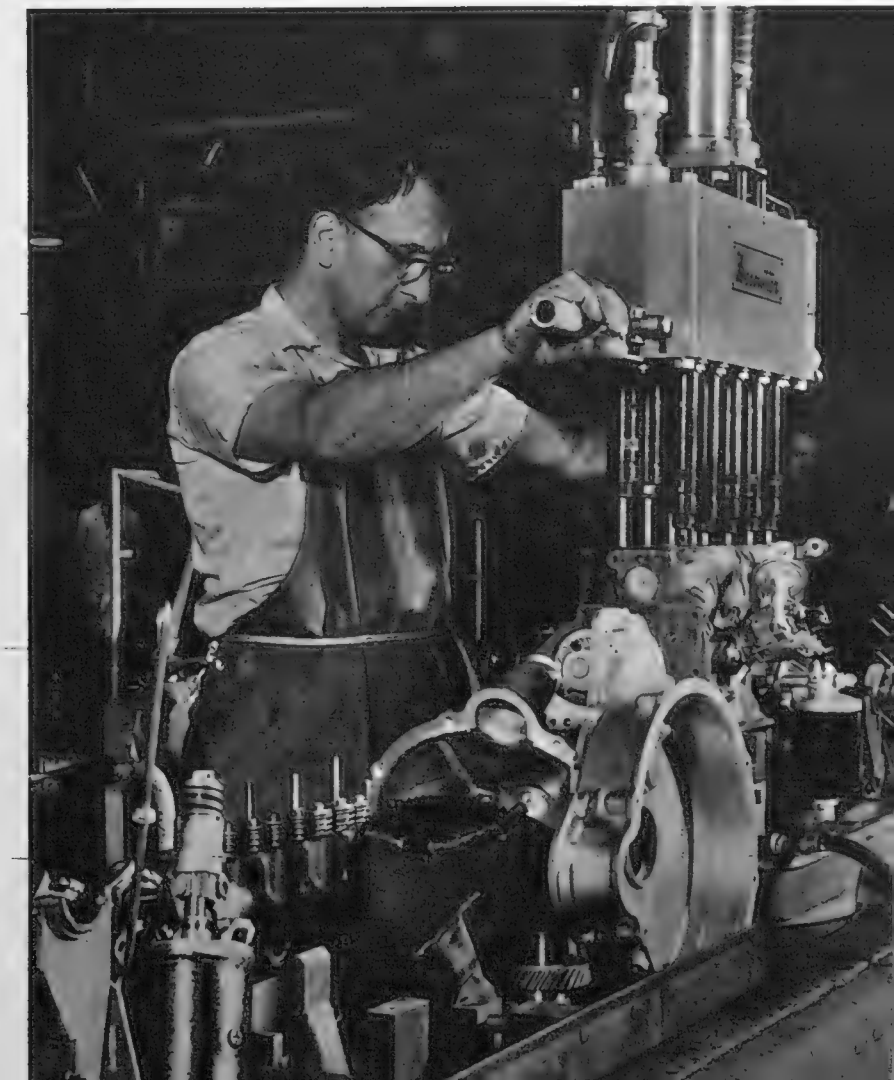
During post-war years, the progress in production has been effected by the large-scale adoption of unit-built transfer machines, and automatic sequencing and conveyor systems. Simply, the transfer machine is a means of joining together all the tools needed to make a component so that it can move automatically from one operation to the next. Mechanical handling is also used in the finishing of car bodies. *Rotodip* plants, each capable of dealing with twenty-two bodies an hour, carry out preliminary degreasing, rust-proofing and priming. After testing, car bodies and engines are automatically gathered in a mechanised sequencing area. They are then moved on to the final assembly line.

While the engine is being produced in one part of the factory, body panels are being made in another. Twelve panels, one of which this operator is taking from the hydraulic press, go to make up the complete body of an Austin Seven

The first glimpse of what the finished car will look like comes at the body assembly line. At Longbridge there are twin assembly lines (each 300 ft. long) which produce two bodies every five minutes

Below: A new paint plant has recently been installed which incorporates fully automatic spray booths. After partial submersion in anti-corrosive paint the body is dried and then transported to receive its five final coats of paint. Three primer coats are applied; the body is rubbed down by hand; two coats are given in the spray booths

Right: Meanwhile, the engine is well on its way to completion. The basic castings have been accurately machined; moving parts stamped; gears cut and hardened; and all the components transferred to the engine assembly line. The units are built on the assembly line at the rate of one every 2½ minutes. The operator is driving the block studs



On the trim line, the body is fitted with all its bright metal parts, windows, electrical equipment and upholstery. Here, the rear windows of the car are being secured in position

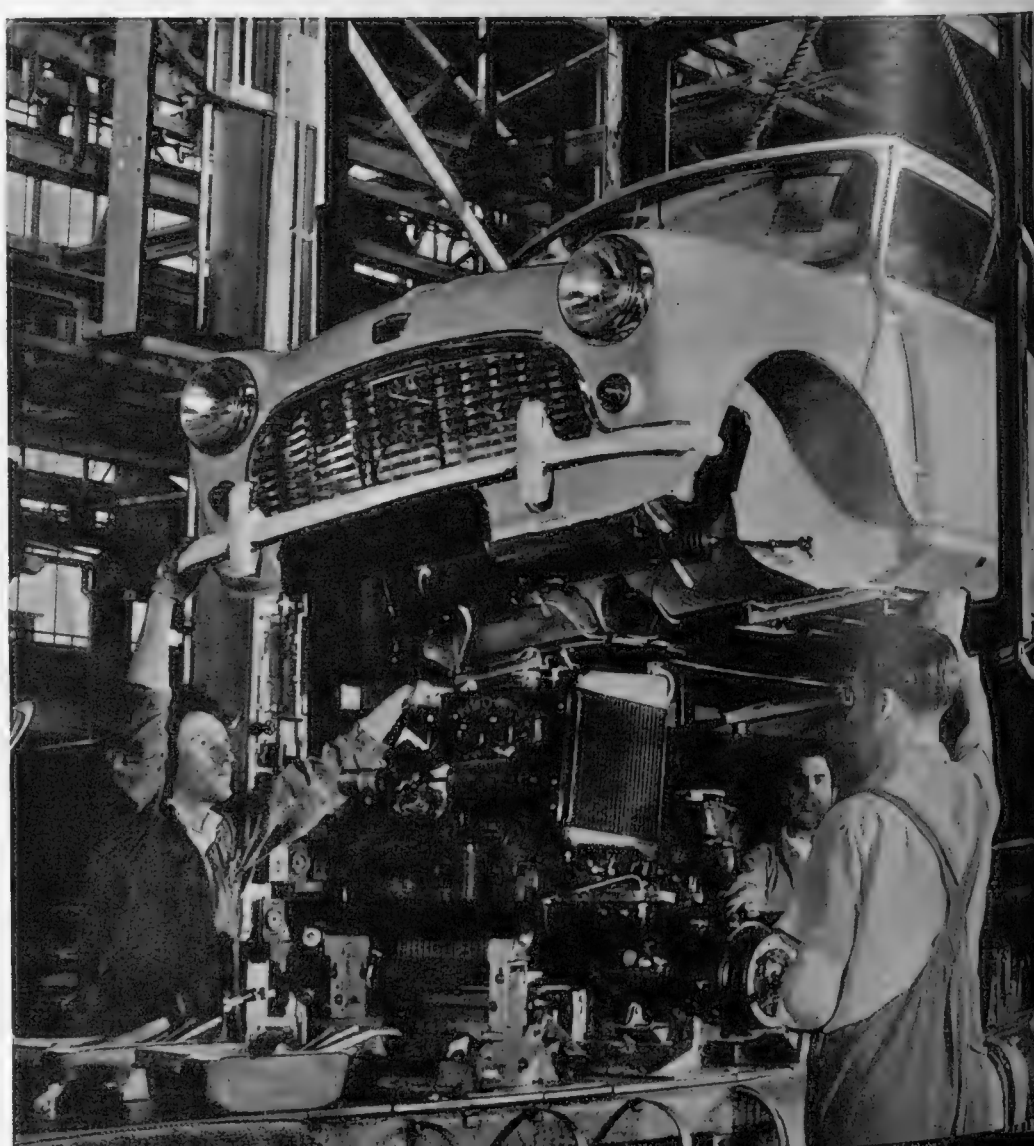
Another operator fixes a metal strip to the upper edge of the large door pocket of the car. At this stage on the trim line, windows, lights, locks and interior panels have been fitted

The body of the car is now complete. All that remains is for the engine, chassis units and wheels to be added

AUSTIN *at Longbridge, Birmingham*

At the start of the final assembly line, the engine arrives exactly on time to meet the front sub-frame assembly. This accuracy is achieved by an intricate time-sequenced conveyor system

Right: Again with split-second accuracy, the body shell is ready to be lowered onto the engine sub-frames and transmission units as they are put automatically in position. The Austin operators help to guide the body shell as it is lowered



Right :
The manufacture of the car is now completed. As the cars roll off the assembly line, at the rate of over twenty-five an hour, they are checked by an inspector. Finally, the car is given an intensive road test

Below :
Nose to tail, closely packed, hundreds of new cars are parked at the Longbridge works ready for transportation. This picture shows part of one day's "batch." The high degree of mechanisation at Longbridge enables the Austin Motor Company to meet its commitments exceptionally quickly

MOTORING

THE JENSEN BROTHERS

Trying out two foreign models; an experimental aid to car travel; and other information

By **COURTENAY EDWARDS**

At the London party held to launch the handsome new Jensen 541S, I met the brothers whose West Bromwich firm builds this fast, powerful car. Alan and Richard Jensen are joint managing directors of Jensen Motors Limited. They have an equal financial interest in the company and they alternate annually in the chairmanship. I wonder if there are many other firms in which this happens? Jensen Motors were taken over by the Norcros group last year, but the Jensen brothers are still responsible for the running of the organisation, which has grown rapidly in recent years. The Jensens started building cars more or less as a hobby when commercial vehicles were still their main product. To-day, in addition to making their own 110 m.p.h., 4-litre sports saloon, they make metal bodies for Austin Healey and other B.M.C. models, and have just started assembling a sports version of Sweden's 1,800-c.c. Volvo, the bodies for which are fashioned by Pressed Steel in their Scottish factory.

There are not many cars in production in Britain to-day which carry the name of the man who builds them. The list was further shortened recently when Sidney Allard, former builder of powerful sports cars and a Monte Carlo Rally winner, finally pulled out of car manufacture. Apart from the Jensens, the only motor men I can think of currently building cars which bear their names are Morgan, Cooper and Turner. If I have left any out, perhaps you will let me know. (We can't very well include Lord Nuffield because he is no longer known as Mr. William Morris; and although Donald Healey is closely associated with the Austin Company, who build sports cars of his design, Donald does not make them himself.)

Credit is due to the Jensen brothers, by the way, for deciding to fit diagonal safety belts as standard equipment on the front seats of their 1961 model. Mr. Ernest Marples, Minister of Transport, has also set an example to other motorists by having safety harness fitted to his car, and in an interview the other day he told me he would like to see motor manufacturers fit safety straps in every car they build. This is a serious subject and I am more convinced than ever of the value of shoulder-straps after a conversation with a friend who runs a chain of garages in Surrey. He said he had just been analysing the accidents involving fifteen cars which, as he spoke, were in one or other of his garages for repair.

The drivers of at least twelve of the cars had distorted the steering wheels, two had bent the steering column, seven had put their knees almost through the fascia panel, two had wrenched the seats out of the floor and one had pushed the windscreen out with his face. The passengers in what he called the "suicide" seats fare rather worse. One was killed, two were in hospital for several weeks, and four left teeth in the car. "It is obvious to me," said my friend, "that all the serious injuries could have been avoided if the people concerned had been wearing a full safety harness. Apart from a few bruises they would all have escaped injury." My friend told me of an experienced rally driver who has harness in his car but who omitted to use it when he drove down the road to post a letter. He crashed at only 25 m.p.h., but had been in hospital for two weeks. My garage friend emphasised the vital need for the proper anchorage of safety harness.

I have lately had an opportunity of trying out the newest versions of two of the most interesting foreign cars on view at the London Motor Show. Mechanically, they are about as different as they could be. One was the Volkswagen, which has a flat four, air-cooled, four-stroke engine mounted at the back and driving the rear wheels. The other was Germany's Auto-Union 1000S, which has a three-cylinder, in-line, two-stroke, water-cooled engine in front and driving the front wheels.

The 1961 Volkswagen shows little change in external appearance and is still basically the same shape as when this fabulously successful design was first announced in 1939. But the 1,192 c.c. engine has been redesigned and gives 10 per cent. more power. The car now has a top speed of 72 m.p.h. and acceleration has been improved by lowering the final drive ratio by some 7 per cent. It is a characteristic of this slow-revving engine that with top gear providing—in effect—an overdrive ratio, maximum speed can also be used as the car's effective cruising speed on roads like M1 and the VW's own native autobahnen.

A new carburettor incorporates an automatic choke and there is an ingenious automatic valve which feeds the carburettor with warm air at low engine speeds, and with cold air when it is pushing out more power. This appears to improve fuel economy as well as helping the warming-up process and during 500 miles of motoring, which included fast touring and a lot of city driving, I averaged 39½ miles to the gallon. The latest VW has a redesigned petrol tank which affords nearly twice as much luggage space in the front "boot." The basic model costs £617 (including tax) in England and the de Luxe version £716.

The Auto-Union I tested was the de luxe coupé, which costs £1,256 including tax. That might seem rather a lot for a two-door four-seater with an engine of only 981 c.c. but this is an unusual car. Its two-stroke, 3-cylinder engine has only seven moving parts and at all but the lowest speeds is as smooth and flexible as a 6-cylinder four-stroke unit. It is a little rough at low engine speeds but the freewheel fitted to the car insulates the car from the effects of this uneven running as well as permitting gear changes without the use of the clutch. The 1000S has a top speed of 80 m.p.h., is quiet, well-sprung, comfortable to sit in and has a number of novel design features, including armrests which also combine the function of door handles.

The Auto-Union (now owned by Daimler-Benz, her great Grand Prix rival before the war) is a well-built car with separate chassis and rack and pinion steering. The two-stroke engine is not particularly economical. Presumably because it has to work rather hard to give this car its zestful performance I got a mileage figure of only 32 to the gallon.

When in Paris for the Salon, I had an interesting discussion with Raymond Loewy, the U.S. industrial designer, about an experimental aileron which straddled the roof of a remarkable-looking sports saloon he had on show in Paris. As the pictures on this page show, the aileron is located towards the back of the car. It is of aerofoil section, like an aircraft wing, and is adjustable.

Loewy's theory is that the aileron, when properly adjusted, will help to smooth out the turbulence which builds up behind a car as speed increases. He thinks it should increase a car's top speed, reduce petrol consumption, prevent exhaust fumes being sucked back into the car and also exert a downward pressure at the rear of the car to a degree sufficient to improve traction. "I haven't completed my experiments yet," Loewy told me, "but I think I am on the right track." The idea was inspired by a similar device he rigged up over the windscreen of a Jaguar XK120. The car he exhibited in Paris was basically a V-6, 2½-litre Lancia Flaminia with a body designed by himself and built by Motto of Turin.

The Lancia Loraymo, with Raymond Loewy's aileron fitted

A close-up of the aileron on the same car

Briefly . . . The Mike Hawthorn memorial fund now exceeds £6,000 and the first recipient of the memorial trophy—for the British or Commonwealth driver placed highest in the world championship—is world champion Jack Brabham. . . . Lucas have announced a new generator for cars which produces alternating current. It gives a high output at low engine speeds and is designed to cope with the heavier electrical "loading" of modern cars . . .

The British Motor Corporation, which now builds a number of 100-m.p.h. cars, has set up an advanced driving school for sales and service employees who have to give high-speed demonstrations. . . . The Guild of Motoring Writers have chosen Pat Moss and Ann Wisdom, the famous rally team, as drivers of the year for 1960. They are the first women drivers to be honoured in this way.

BOOKS *(continued from pages 196–197)*

Mr. Tom Stacey's first novel, THE BROTHERS M (Secker and Warburg. 25s.), is a fairly monumental piece of work in more senses than one, for this author has something serious to say about race relations, about the stresses of close friendship, and about a search for the inner meaning of life, and he says it not only at great length but with solemnity. His two principal characters, a Canadian Rhodes scholar and an African Negro colonial scholar, have met at Oxford and, still together in Africa, have undertaken a strange, half-compulsive journey to the primitive and uncivilised mountain country from which the young African's mother has originally come. Deeply interesting but by no means easy going.

DESCRIPTION OF A STRUGGLE and THE GREAT WALL OF CHINA (Secker and Warburg. 25s.) completes the fictional writings of Franz Kafka in the Definitive Edition and includes sixteen stories and pieces not previously translated, as well as the contents of *The Great Wall* which has been out of print for many years and is here prefaced by Edwin Muir's introduction. The translations have been made by Tania and James Stern and by Willa and Edwin Muir.

And finally for a happy, bawdy and very funny novel indeed; Mr. George Sumner Albee's BY THE SEA, BY THE SEA . . . (Gollancz. 13s. 6d.), which I propose to re-read often and certainly not to lend, unless it is to benighted travellers unable to get to a bookshop. Mr. P. G. Wodehouse has gone on record as finding it one of the funniest books he has read for ages and full of charm, too. He adds that it is like a sort of innocent Peyton Place, as contradictory a statement as the old master can ever have emitted. Be that as it may, he is certainly right about its being funny, and since that is a quality fairly thinly parcelled out in contemporary fiction, I can recommend it to those readers who are free, broadminded and twenty-one.

Vernon Fane

MRS. BEETON UP TO DATE

I blame a lingering prejudice concerning Isabella Beeton's BOOK OF HOUSEHOLD MANAGEMENT (Ward, Lock. 50s.) on to my early researches among the bookshelves in my home for reading matter yielding a child's degree of pictorial interest. With Mrs. Beeton as my Hobson's choice, I gazed impatiently on banqueting tables set with improbable displays of cutlery marshalled between festoons of fern; on lobsters recumbent upon beds of cucumber of frightening complexity, only warming, in a minor degree, to napkins masquerading as water-lilies. It was long before these pictorial defects yielded to the educational impact of the world's best-selling guide to good housekeeping. Even so, and with acknowledgment to the indefatigable Isabella's expertise, it seemed high time that somebody brought her up to date. Somebody has, and in launching the revised "Mrs. B." the publishers have performed a feat as complex as it is practical and colourful.

Food, pictured in colour, of such mouth-watering realism that even a child can appreciate it, is liberally scattered throughout 1,300 pages of know-how for home-makers. Cookery occupies the larger section of this encyclopædic work and includes stop-press information on deep freezing, quick frozen foods, infra-red cookery, rotisseries and the most recent models of gas and electric cookers. Under the heading Kitchen Crafts are included temperature charts; tables of weights and measures; a table of culinary terms and an appraisal of modern labour-saving devices. Other sections cover subjects as diverse as Buying a House, Planning a Wedding, Growing Indoor Plants and Choosing Antique Furniture.

The publishers are to be congratulated on the use of type faces chosen for easy readability and for the display of recipes which makes the study of them as easy on the eye as it is stimulating to the imagination. Between the attractive modern covers of the revised Mrs. Beeton lies the accepted authority of the name which for a hundred years has been a byword in the home, plus the expertise the age of science has added: fifty shillings seems a modest price to pay for an insurance premium on what Isabella herself described as "the discomfort and suffering I have seen brought upon men and women by household mismanagement."

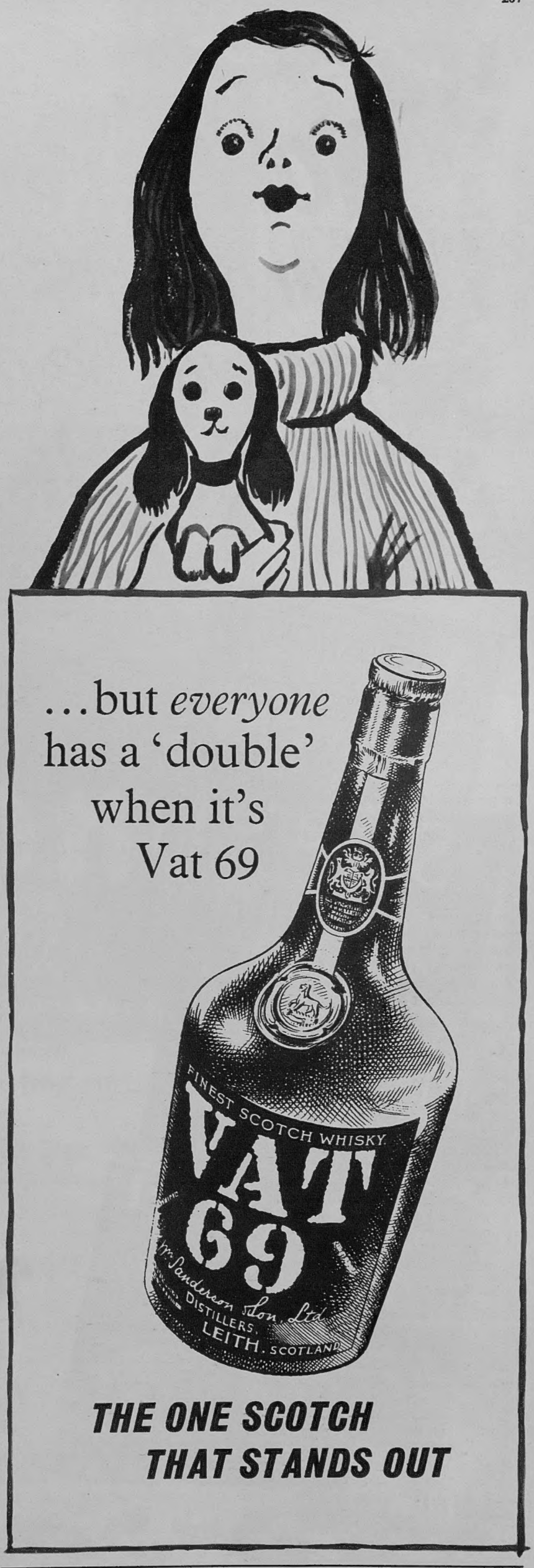
Winifred Lewis

COURAGE AND LOYALTY

THE MEMOIRS OF LORD ISMAY (Heinemann. 42s.) contain no revelations in the popular sense of the word. What is far more important is that here is a book which reveals a rare character, for the author has been one of the most distinguished soldiers and public servants of our times. Hastings Ismay began his Army career as a subaltern on the north-west frontier of India. Already, his hero was a former cavalry officer, Winston Churchill. At that time no one could have foreseen how closely the Fates would bring them together. Captain (later Major) Ismay spent the First World War on operations in Somaliland. Then, in the 1920's he started his long association with the Committee of Imperial Defence which culminated in his appointment as Chief of Staff to Mr. Churchill during the Second World War. He was with Lord Mountbatten for the hand-over of power in India; was Secretary of State for Commonwealth Relations in the Churchill Government of 1951; and crowned his career by becoming the first Secretary-General of Nato.

The bulk of this book is concerned with the war and with Churchill, and gives one of the best pictures to date of Sir Winston in his greatest days. Lord Ismay writes in a simple and straightforward manner which is to be expected from one who has shown throughout his life the fine qualities of courage and undeviating loyalty towards whoever he has been called to serve. It is a relief to read contemporary history without any sensations or petty prejudices by an author who in his own unobtrusive way has helped so much in the making of it.

C. D.



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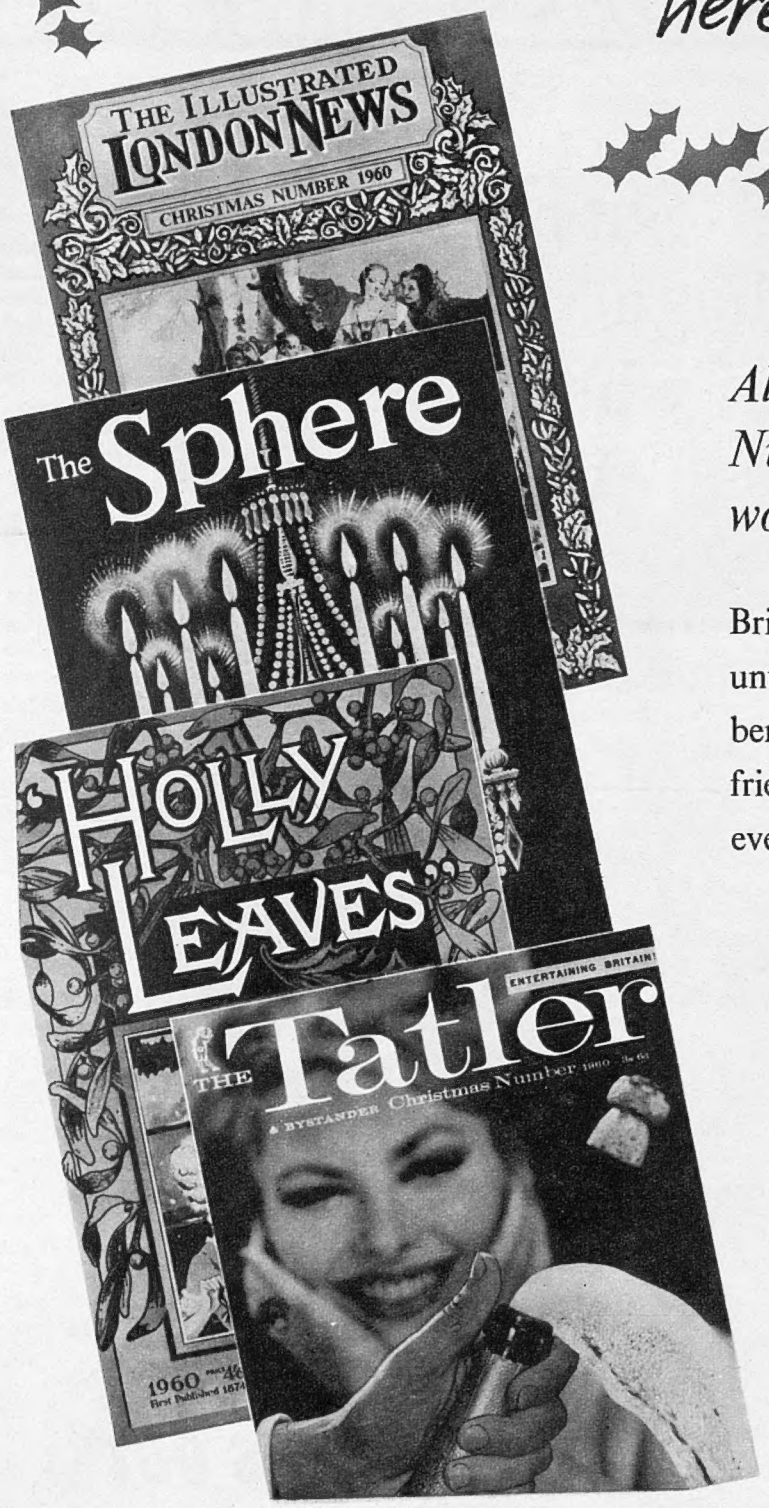

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Remember

Poppy Day

THE NATION'S REMEMBRANCE

POPPY DAY

Collectors urgently needed

British Legion · Haig's Fund · 70-80 York Way · London · N.1

(Registered under the War Charities Act, 1940)

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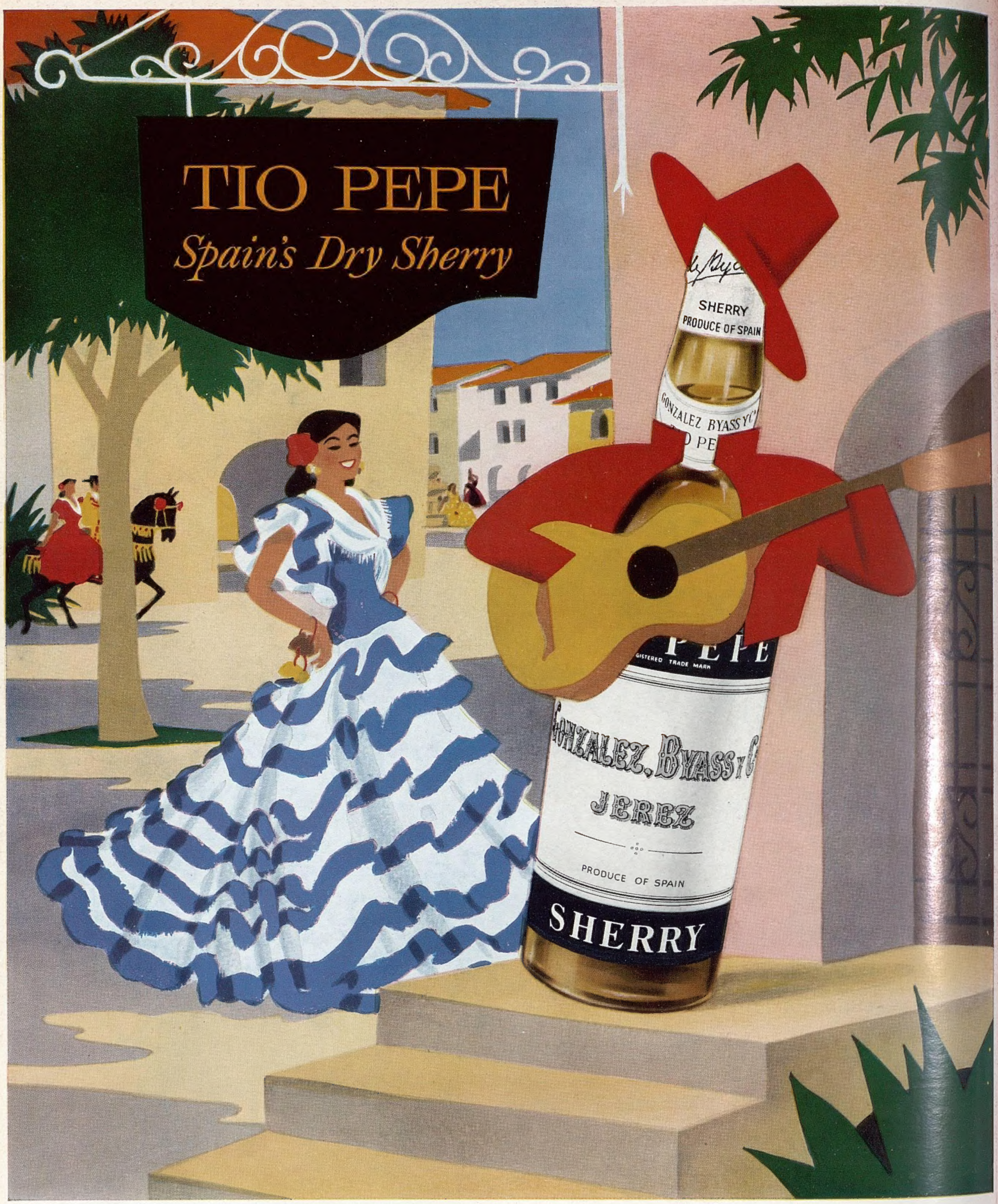
Poppy Day



GONZALEZ BYASS

SHERRIES OF DISTINCTION

CREMA

Tio Pepe is an old favourite but have you tried **ROSA** Amontillado the family sherry or **CREMA** a superb cream sherry

ROSA

. . . and then there is the popular **NECTAR** the new taste in sherry . . . Spain's Dry Oloroso . . .

NECTAR